

Kesgrave Neighbourhood Plan 2018 - 2036



Submission Stage (Regulation 16)
Consultation Version

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How to read this document

Section 1 explains the legal framework for the establishment of the Neighbourhood Plan and its context relative to national and district planning policies with which the Neighbourhood Plan must be in general conformity.

Section 2 provides a brief history of Kesgrave's development as well as relevant information about the town based on the latest data available.

Section 3 provides a summary of the key challenges and issues that emerged from consultation and engagement with residents, businesses and community groups during 2017 and 2018 that the Neighbourhood Plan sets out to address.

Section 4 provides a vision for the town and the objectives for the Neighbourhood Plan that were identified during consultation and have been tested with residents during the process.

Sections 5-8 are the policy sections, each covering a different topic. Under each heading justification for the policies allied to the objectives is presented. This is intended to provide an understanding of the policy, an explanation of what it is seeking to achieve and how it relates to the stated objectives. The policies themselves are presented in the blue boxes. It is these policies against which planning applications will be assessed. It is advisable that, in order to understand the full context for any individual policy, it is read in conjunction with the supporting text.

A challenge or issue identified that led to an objective could not in every case result in a policy within the Neighbourhood Plan. In the case of a planning related matter this is usually because the subject is covered by a policy in the emerging Suffolk Coastal Local Plan (SCLP) and this was considered to provide sufficient basis for addressing the issues raised.

Section 9 shows the Policies Map which confirms the location and, where appropriate, boundaries in regard to relevant items and the policies applicable either within the Neighbourhood Plan or SCLP.

Section 10 covers areas which are not planning related matters within the scope of the Neighbourhood Plan where non-policy actions have been identified to address the issues raised. These are for the attention of KTC and the community as a whole to take forward.

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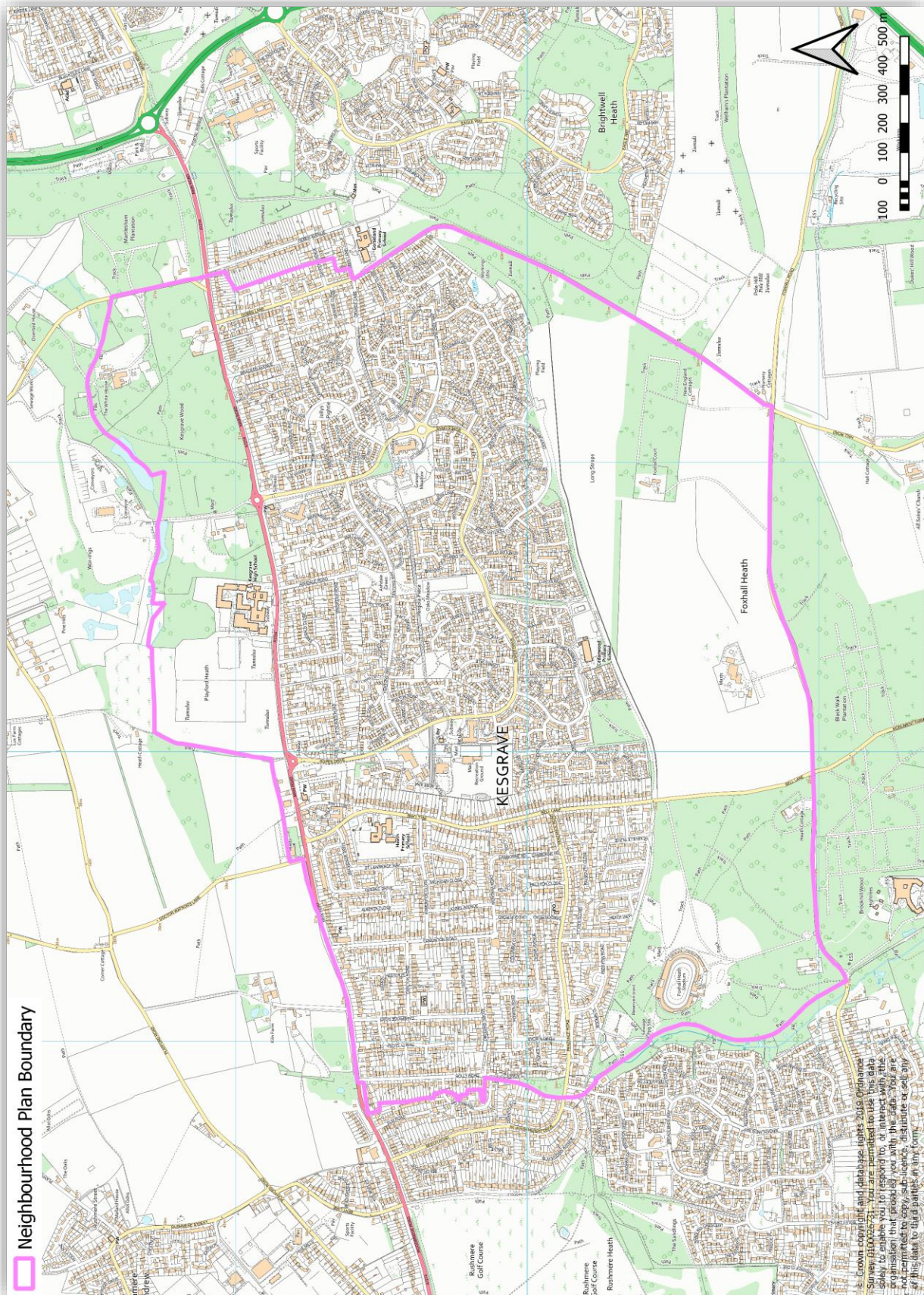
1 INTRODUCTION and POLICY CONTEXT

- 1.1 This document represents the Neighbourhood Plan for Kesgrave Town (hereafter known as “Kesgrave”) and was compiled by the community through the Kesgrave Neighbourhood Plan Sub-committee (KNPS). Once adopted, it is intended that it will form the development plan for Kesgrave alongside SCLP. Prior to SCLP being adopted the development plan is the Suffolk Coastal Core Strategy (SCCS), Site Allocations and Area Specific Policies DPD and the saved policies of the 2001 Local Plan.
- 1.2 SCCS was adopted in 2013 (including the saved policies of the 2001 Local Plan) and one of the basic conditions is that the Neighbourhood Plan needs to be in general conformity with the strategic policies it contains as well as the Site Allocations and Policies Development Plan Document 2017. However, SCLP being well advanced, with an expectation for it to be adopted in early 2020, the Neighbourhood Plan has also been produced in general conformity therewith. The timeline for the Neighbourhood Plan of 2018-36 aligns with SCLP.



- 1.3 In accordance with The Neighbourhood Planning (General) Regulations 2012 (Article 7) Suffolk Coastal District Council, as the local planning authority at the time, on 27 September 2016 approved the neighbourhood area named Kesgrave noting KTC as the “relevant body”.
- 1.4 This Neighbourhood Plan is being prepared in accordance with the Town & Country Planning Act 1990, the Planning & Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (as amended). KNPS has prepared the plan to establish a vision for the future of the town and to set out how that vision will be realised through planning and controlling land use and development change over the plan period 2018 to 2036.
- 1.5 It should be noted that on 1st April 2019, Suffolk Coastal District Council merged with Waveney District Council to form East Suffolk Council (ESC). Reference to Suffolk Coastal District Council is intended to relate to past decisions and, for instance, the designation in Paragraph 1.3.
- 1.6 The map in Figure 1.1 below shows the boundary of the Neighbourhood Plan area, which is the same as the Kesgrave boundary.

Figure 1.1: Kesgrave Neighbourhood Plan area boundary



1.7 The production of the Neighbourhood Plan has sought to involve the community as widely as possible through a process of consultation and engagement. The key elements were an extensive resident survey in October 2017; community engagement days in June (focusing on young people) and October 2018; and engagement in various ways with businesses and community groups throughout the second half of 2018. The various topic areas in the Neighbourhood Plan are reflective of matters identified through that process to be of interest and importance. All sections of the community have been given the opportunity to guide development within their neighbourhood.

1.8 A period of pre-submission public consultation under Regulation 14 of the Neighbourhood Planning (General)

Regulations 2012 took place from 8 July to 2 September 2019 including the notification of appropriate statutory bodies. The representations that were submitted, responses to them and the changes to the Neighbourhood Plan made as a result, where considered appropriate, are documented in Appendix O of the Consultation Statement accompanying the Neighbourhood Plan.

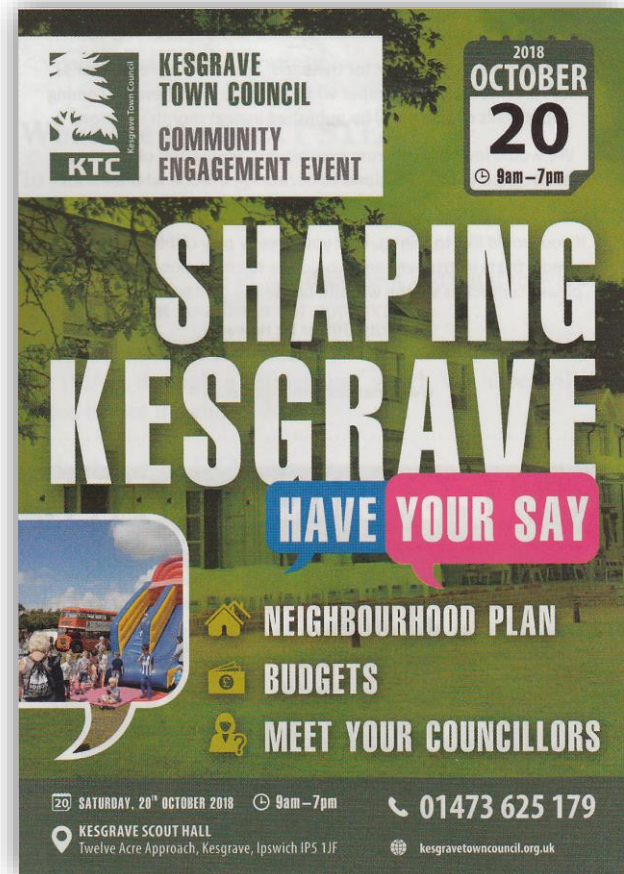
Policy context - National

1.9 The National Planning Policy Framework (NPPF) of February 2019 issued by the Ministry of Housing, Communities and Local Government states:

"The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings (para.15).

Policies to address non-strategic matters should be included in local plans that contain both strategic and non-strategic policies, and/or in local or neighbourhood plans that contain just non-strategic policies (para.18).

Non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving and

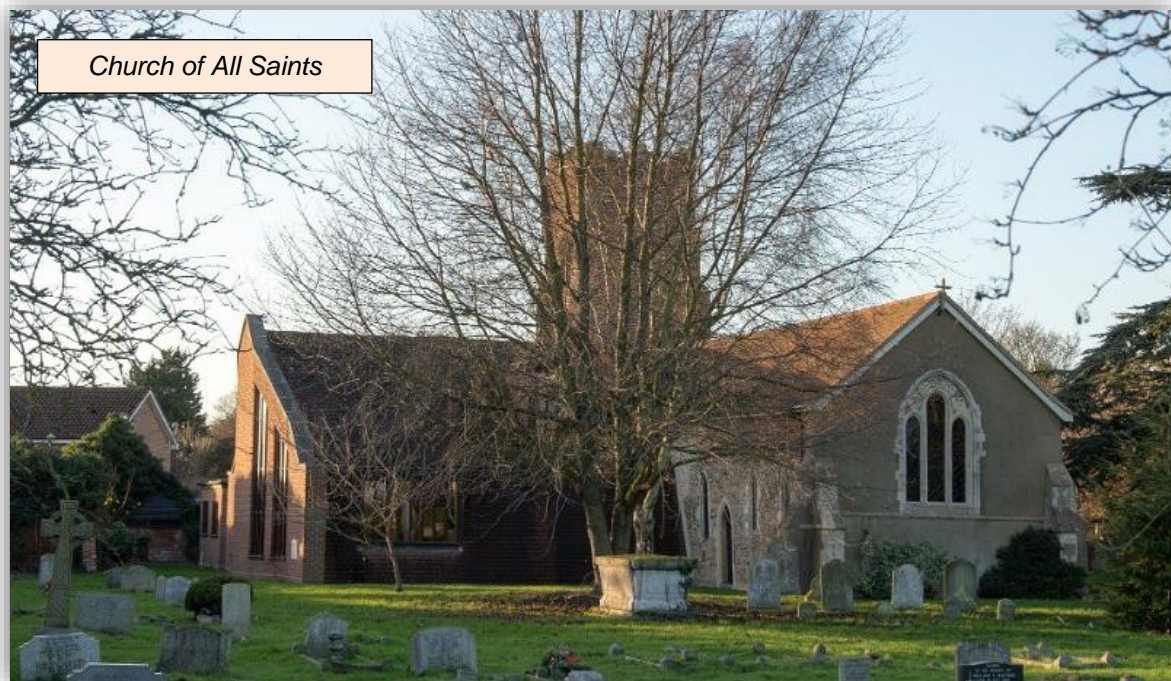


enhancing the natural and historic environment and setting out other development management policies (para.28).

Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies (para.29).

Policy context – Suffolk Coastal

- 1.10 SCCS Policy SP19 (Settlement Policy) identifies Kesgrave, despite being designated a town in its own right since 2000, not as a town but as part of the Major Centre entitled Area East of Ipswich. Under SCLP policy SCLP3.2 (Settlement Hierarchy) the town is defined as part of the Major Centre entitled East of Ipswich describing *"those settlements that are situated to the east of Ipswich and are separate from Ipswich but which are more suburban in nature than the villages to the east of Ipswich"*. SCLP Table 3.3 (Spatial distribution of housing growth to be planned for) identifies that the approximate number of units (rounded) (minimum) for *"Communities surrounding Ipswich"* is 490.



- 1.11 SCLP Policy SCLP12.1 (Neighbourhood Plans) supports the production of Neighbourhood Plans in identifying appropriate, locally specific policies that are in general conformity with the strategic policies of SCLP. The table in SCLP12.1 identifies that Kesgrave's indicative minimum number of dwellings is 20. As at 31st December 2019, according to ESC planning department 21 dwellings have been granted planning permission. Accordingly, the policies in the Neighbourhood Plan provide a framework to deliver housing that further exceeds the indicative minimum. The context though is that Kesgrave is very largely built upon within its Settlement Boundary.

- 1.12 SCLP Policy SCLP12.18 (Strategy for Communities surrounding Ipswich) states that, *"The strategy for the communities surrounding Ipswich is to maintain the healthy and vibrant communities which provide a diverse mixture of residential and employment opportunities alongside services and facilities by maintaining and enhancing the relationship with Ipswich and other parts of the District. Provision of appropriate community infrastructure, education facilities and public transport will be supported where the needs are clearly demonstrated."* It adds that residential developments will be limited to the proposal at Brightwell Lakes, land at Humber Doucy Lane and the redevelopment of the Police Headquarters site (at Martlesham). Development elsewhere i.e. in Kesgrave will be within the Settlement Boundary (defined in the next paragraph) consisting of infill or small scale redevelopments which make the most appropriate use of previously developed land.
- 1.13 The Neighbourhood Plan retains the Settlement Boundary for Kesgrave as identified in the SCLP (see page 576 in Appendix B - Map Booklet (Part 1) and shown on the Policies Map in Section 9). With the exception of the few housing and business premises north of Main Road (A1214), the Settlement Boundary for Kesgrave encompasses all of the existing built up areas of the town. The Neighbourhood Plan (that is to say the town) boundary as a whole includes areas north and south that are outside the SCLP Settlement Boundary - these are defined in SCLP as Countryside. SCLP Policy SCLP5.3 (Housing Development in the Countryside) states that new residential development in the countryside will be limited to certain exceptions including, for example, replacement dwellings on a one to one basis and conversion of an existing building. Other residential development consistent with policy in the NPPF is allowed for but again this is on a limited basis: Paragraph 79 in the NPPF states that planning policies and decisions should avoid the development of isolated homes in the countryside subject to certain listed exceptions.



Kesgrave Fun Day 2018

2 LOCAL CONTEXT

- 2.1 Kesgrave is a town of approximately 15,000 residents in Suffolk located 4 miles (town centre to town centre) to the east of the town of Ipswich, bordering in part the villages of Rushmere St Andrew to the west and Martlesham Heath to the east. To the north, the A1214 arterial route from the A12 at Martlesham into Ipswich forms the border to the built up area and the boundary to the south follows another arterial route into Ipswich, Foxhall Road. Kesgrave houses the Foxhall International Raceway (also known as Foxhall Stadium) which is home to the Ipswich Witches speedway team and to major stock car racing championships, including the National Banger World Final and the National Hot Rod World Championship.
- 2.2 A full geo-physical description of Kesgrave is provided in the Landscape Identity Analysis that accompanies the Neighbourhood Plan (Items 09 and 10 in the List of Evidence).
- 2.3 Taken together, most of the west ward, Bell Lane, Dobbs Lane and Main Road are known collectively as Old Kesgrave where the housing is predominantly made up of bungalows. The remainder, where the recent (post-1990) housing growth has taken place (mainly Grange Farm), is of mixed housing.

A brief history

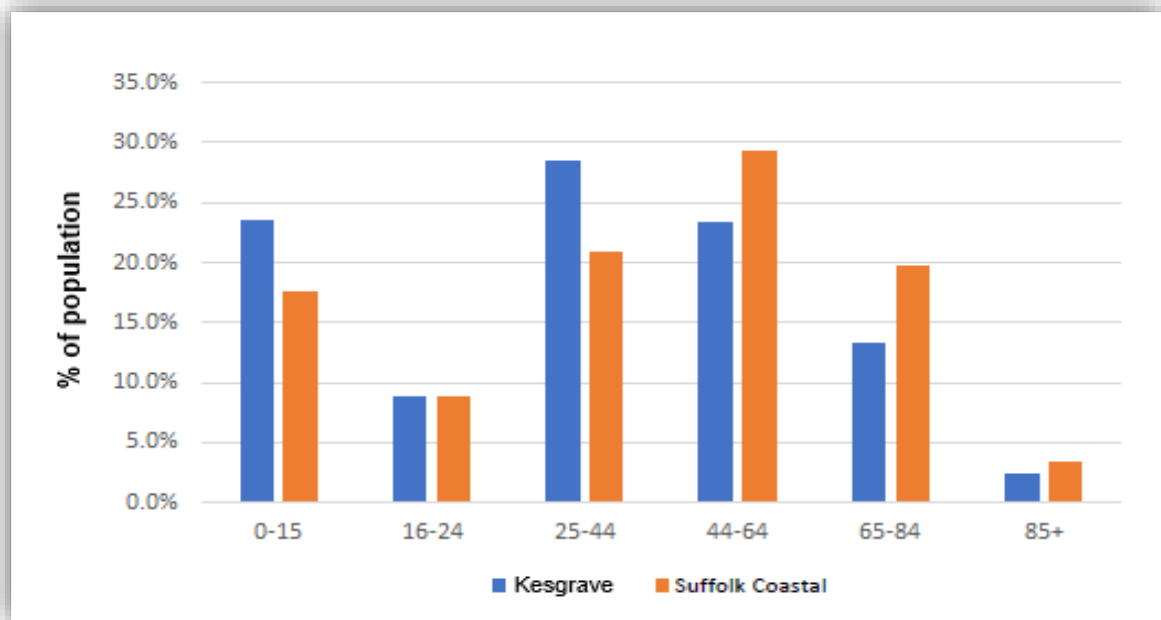
- 2.4 The historic environment record (maintained by Suffolk County Council Archaeological Service and viewable at heritage.suffolk.gov.uk) shows 71 archaeological records in Kesgrave, including evidence for prehistoric occupation such as burial mounds, a Roman Villa as well as post medieval brick kilns and World War 2 defences. Developers should consult the service as early as possible in the planning application process.
- 2.5 The area was recorded as Gressgrava in the Domesday Book (1086) but by the late 15th century its name had become Kesgrave. For more than 700 years it remained a small agricultural community with a church, an inn and a few small farms. In 1921 the population was a mere 103 housed in 20 dwellings. The monks of Butley Priory are believed to have re-established the Church of All Saints on a previous Saxon Christian site. The church yard hosts some fine specimen Cedar Trees and these form the emblem of the town insignia which is on the front cover of this plan.
- 2.6 By the mid-1970s Kesgrave covered an area of more than 800 acres, about half of the area being residential with a population of about 5,000 mostly in bungalows in Old Kesgrave developed in the post war period 1948-1975. The remainder was private woodland and agricultural land.
- 2.7 In 1988 a 378-acre area of farmland previously known as Grange Farm commenced development for housing. This was undertaken in broadly two major phases over more than two decades of major expansion.
- 2.8 In January 2000, to mark the millennium, Kesgrave's status changed from a village to a town. Figure 2.1 shows a timeline growth of the town before and after 2000.
- 2.9 Kesgrave's population grew 82% (from 5,105 to 9,276) during the 1990s and then a further 55% (9,276 to 14,402) during the decade to 2011, representing the period of the

main Grange Farm development projects. This represents by far the highest level of growth of any town in Suffolk. Figures¹ show that, by comparison, over the same period the growth in three other rapidly expanding Suffolk towns was: Stowmarket (24%), Haverhill (19%) and Felixstowe (18%). See further information in Item 04 (Kesgrave Historical Development - Housing and Road Network) in the List of Evidence.

Population - Kesgrave today

- 2.10 In 2011, the population of the then West Ward of Kesgrave was 3,736 and the then east ward had grown to 10,666 making a combined total of 14,402. Compared to Suffolk Coastal, it has a higher proportion of young to middle-aged people (see Figure 2.1 below). 61% were aged under 44 in Kesgrave compared to 47% across Suffolk Coastal. (The comparative figure nationally is 58%). See further data in Item 05 (Comparative Demographic Spread) in the List of Evidence.

Figure 2.1: Population profile, 2011



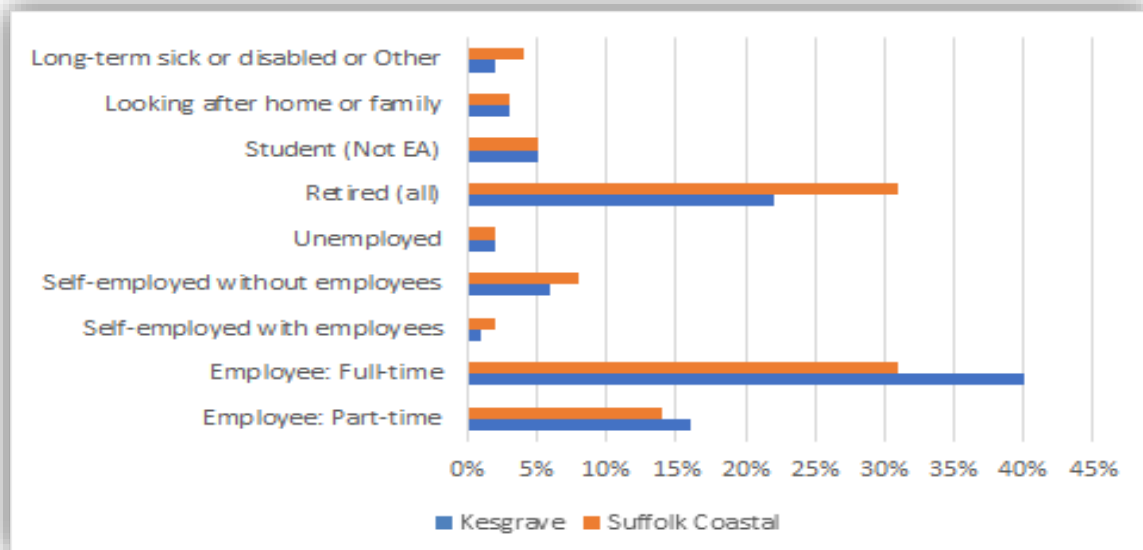
Employment

- 2.11 As shown in Figure 2.2 below, Kesgrave's levels of economic activity are broadly in line with Suffolk Coastal's overall level except for those in employment (full-time and part-time combined) where Suffolk Coastal stands at 37.0% compared to Kesgrave's 43.3%; and those in self-employment at 8.4% in Suffolk Coastal compares to 5.6% in Kesgrave. The level of retired is 25.2% for Suffolk Coastal and 17.4% for Kesgrave. All figures are percentages of the relevant total population. It is worth noting, however, that Kesgrave's employment comes from workplaces predominantly located outside the town itself (see 2.14 below).

¹ The source of all population figures in this Neighbourhood Plan is the ONS Census unless stated otherwise. Relevant extracts are provided in Items 01, 02 and 03 in the List of Evidence.

- 2.12 Within the economic activity statistics for Kesgrave there are certain distinct differences between the east and west wards. Full-time and part-time employment in the east ward is 63% compared to 40% in the west ward; and conversely, the level of those retired in the east ward is at 15% compared to 41% in the west ward. This is in keeping with the difference in housing make-up with the west ward being predominantly bungalows where a higher level of retirees may be expected to live.

Figure 2.2: Economic activity, 2011 (age 16+)

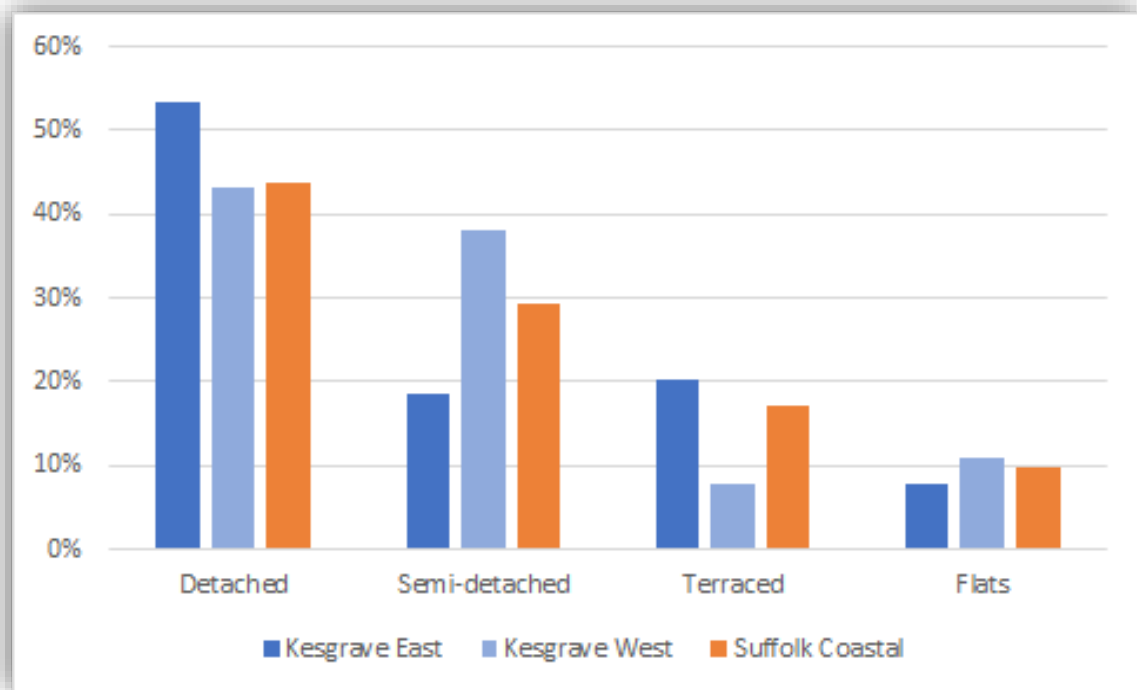


Housing

- 2.13 Figure 2.3 shows the contrast between the east and west wards of Kesgrave in comparison with Suffolk Coastal. As a proportion, the ratio of detached dwellings in the east ward is ten points higher than in the west ward which is similar to Suffolk Coastal overall. Semi-detached dwellings are conversely significantly lower in the east ward than Suffolk Coastal and higher in the west ward. This is due to the prevalence of semi-detached bungalows in the west ward.



Figure 2.3: Type of Dwelling, 2011



Cars

- 2.14 As shown in Figure 2.4, the numbers of vehicles per household in Kesgrave is broadly in line with Suffolk Coastal. However, there are distinct differences between the east and west wards within Kesgrave: the proportion of households with no vehicle is 18% in the west ward compared to 7% in the east ward. Households with 2 or more vehicles are at 51% in the east ward but 38% in the west ward. This tends to reflect the higher level of seniors residing in the west ward compared to the east. (The proportion of residents aged 65 and over is 32.9% in the west ward and 9.7% in the east ward.)

Figure 2.4: Car or Van Availability, 2011

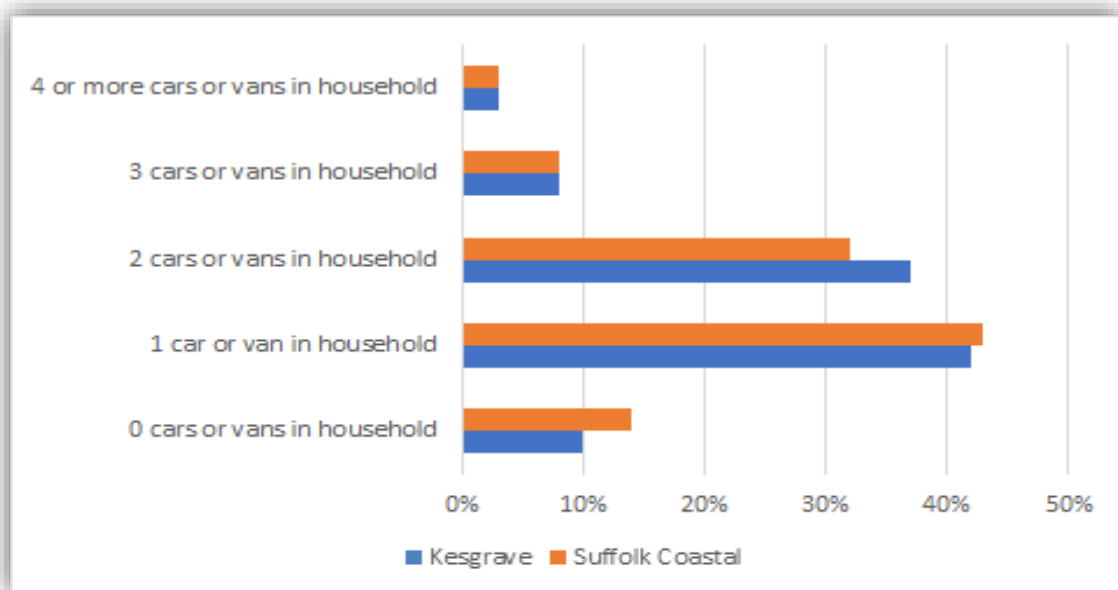
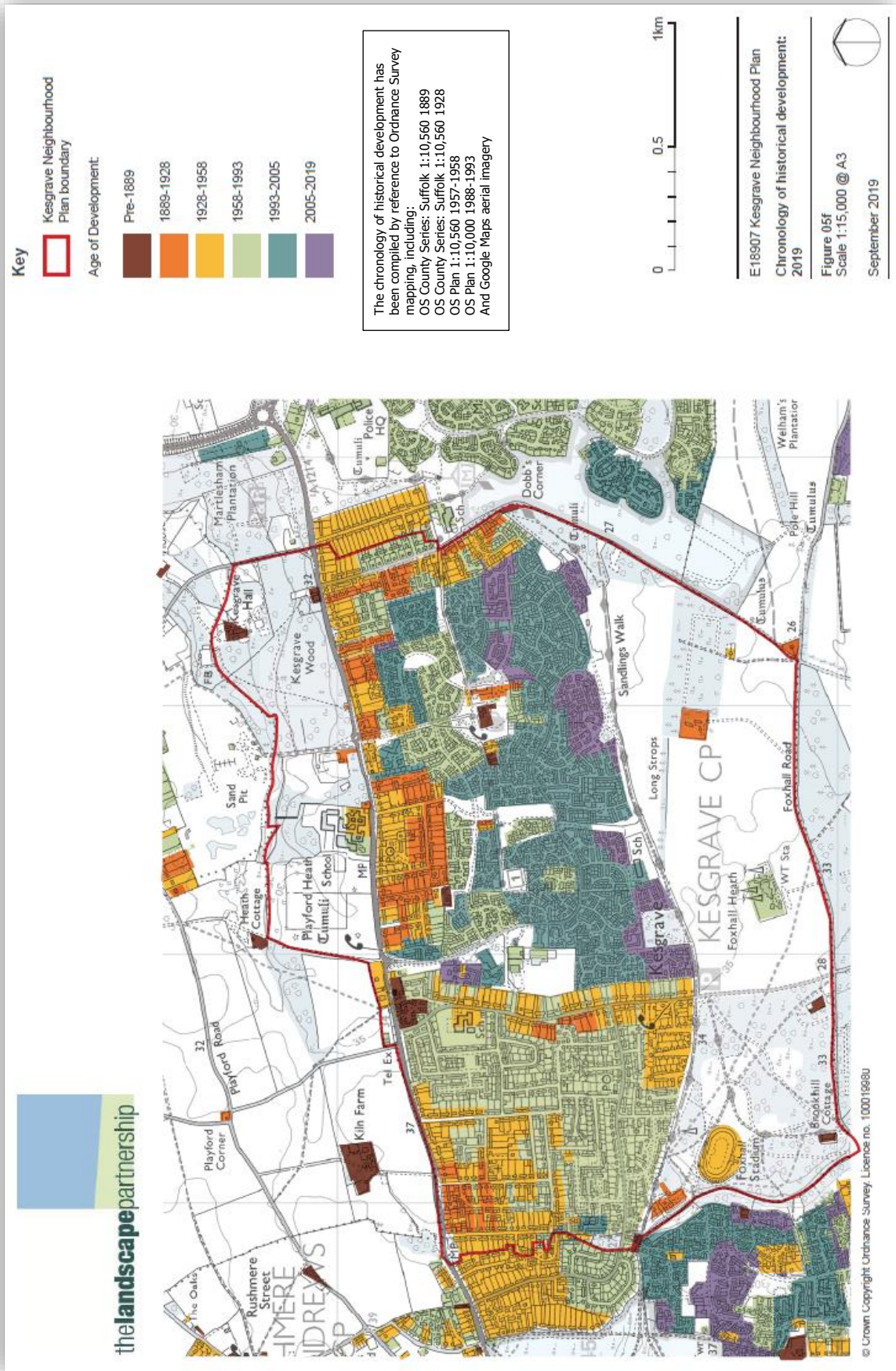


Figure 2.5: Timeline for growth of the town



Businesses and community groups

- 2.15 Kesgrave has grown to become the ninth largest town in Suffolk by population, on the way having overtaken Beccles, Brandon, Hadleigh, Halesworth, Leiston, Mildenhall and Woodbridge/Melton. It is predominantly a residential dormitory town, that is to say a largely suburban place that people live in and from where they travel to work elsewhere. 73% of those in employment travel more than 2 kilometres to their workplace with a further 6.3% having no fixed place of work. There is no major employer and less than 50 shop front businesses, the biggest of which is a Tesco convenience store.



- 2.16 There is one senior school and three primary schools in the general area that serve Kesgrave. There are five church organisations which support the community in both pastoral and material terms e.g. in some cases by making room facilities available for clubs, associations and businesses.
- 2.17 In recent years the library in town has become a very popular and thriving institution. It is considered to be one of the community's most valued assets. Book issues have increased from 10,700 in 2015-16 to 18,500 (up 74%) in 2018-19 making it the busiest small library in Suffolk (figures and comment courtesy Suffolk Libraries – see Item 06 (Suffolk Libraries Annual Report 2019) in the List of Evidence. But it does much more (as described in Item 06 in the List of Evidence): on average staff and volunteers organise 65 events and activities each quarter. In 2018-19 the total number of attendees at events per quarter were 1,400 children and 1,100 adults. The library plays an important educational role



for children with class visits from local schools and a summer reading challenge with over 500 children participating. The manager, staff and the Kesgrave Library Community Group innovate ways to change children's perceptions of reading and learning in a positive way. Added to this, for example, are weekly "Baby Bounce" sessions where refreshments are provided and a venue for socialisation for new parents and carers, helping to reduce isolation and loneliness.

- 2.18 In 2017 the library initiated an outreach programme involving weekly visits to nurseries, playgroups and reception classes that benefit nearly 5,000 more children each year. The manager won the "Services To The Community (Individual)" category in the 2018 Suffolk Coastal Business and Community Awards for transforming the library over a number of years *"into a thriving and much-loved community facility which meets the needs of children and families in the area"*. The main constraint to expanding this important contribution to the community is a lack of space in which to operate.



- 2.19 Also in the 2018 Suffolk Coastal Business and Community Awards, Kesgrave Computer Club were runners up in the "Enabling Communities" category and Kesgrave Town Councillors were runners up in the "Services To The Community (Group)" category.

A good place to live

- 2.20 The IP5 post code area, to which Kesgrave belongs, has for some years been listed in the top 10 most desirable places to live and work in England calculated by Royal Mail in its biennial study. Good schools, access to green spaces, good employment prospects,

working hours, affordable housing and average commuting times are among the criteria used for the study.

- 2.21 The arterial route (A1214) from the A12 to Ipswich forms the northern boundary to Kesgrave's Settlement Boundary so the built-up area in the main benefits from a lack of heavy through traffic. This contributes to safe and attractive suburban living that includes: the nearby availability of excellent out-of-town shopping; easy access to the attractive coastal and country areas of Suffolk; and rail travel into London from Ipswich in 90 minutes. There is also a good network of cycle paths and some civic pride in the fact that Kesgrave High School, at around 900 cyclists, has the highest rate of pupils cycling to school in the whole of the UK.
- 2.22 The Kesgrave War Memorial Community Centre is central to the provision of recreational enjoyment in many sporting and other pastimes. There are all weather tennis courts and five-a-side football pitch, a cricket pitch with high standard practice nets, a bowls club, a gymnasium, cycle racing track and buildings that provide a venue for a wide variety of clubs and associations, from amateur dramatics to salsa dancing. However, despite this valuable facility there are many pursuits typically catered for in other similar sized towns in Suffolk that are unavailable in Kesgrave. These are described in Section 7.
- 2.23 Also vital to the community's well-being and residents' appreciation of where they live are the public open spaces and the relative proximity to countryside bordering the built up area. There are very few open spaces in certain areas which is an issue described in Section 5. Where they do exist they are a cherished part of the town landscape.
- 2.24 The Kesgrave Community Group is a closed group on Facebook and has over 9,300 members which points to a good sense of community belonging.

The Bell Inn in 1908 and 2018



Foxhall Stadium in 1958 and 2018

3 KEY CHALLENGES and ISSUES

3.1 This section provides an overview of the issues identified through various means that were considered in drawing together the Neighbourhood Plan:

- The matters raised by residents, businesses and community organisations during the extensive period of consultation described in Section 1;
- Information and opinions from knowledgeable local sources such as town councillors and town council employees based on their day-to-day interactions with people in Kesgrave, and their experience in providing comments on planning applications;
- The findings from research carried out by KNPS:
 - to draw comparison with the administrative and recreational facilities available in other towns of similar size to Kesgrave;
 - to illustrate the cumulative effect of previous residential garden housing development;
 - to identify the most valued open spaces and important heritage assets;
- Expert assessments commissioned as evidential documents accompanying the Neighbourhood Plan: the Kesgrave Landscape Identity Assessment and the Kesgrave Leisure and Community Facilities: Technical Evidence Summary.



3.2 Maintaining Kesgrave's Character and identity

- In Old Kesgrave the creeping and cumulative loss of amenity by way of residential garden development has created problems in relation to cramming, air quality, tight access roads, exacerbation of flooding effects, loss of wild life habitats and biodiversity generally, as well as comments from residents living there now about a lack of public open space.
- The notably more dense design implemented by developers in the last phases of the Grange Farm estate has led to complaints about on road parking and restricted access.



- The experience of the development of the Grange Farm area has also demonstrated how small scale design matters can become issues over time that result in a degradation of the public realm, with cost implications for ensuing maintenance.
- A view shared by neighbouring communities and supported in SCLP policy is a desire to maintain the areas of undeveloped land between settlements, recognising that these gaps help protect the town's and nearby villages' individual character. This was considered important enough an issue to call upon the services of an expert firm to carry out the landscape assessment referred to in paragraph 3.2 above.

3.3 Environment and Heritage

- The Technical Evidence Summary (Item 22 on the List of Evidence) shows there is no formal park provision and amenity green space and churchyard and cemetery provisions are low.
- Residents placed a high importance on all types of green space in the survey, with those we have being much cherished and well utilised; with access to them on foot and by bicycle important.
- Allotment provision is non-existent and despite residents' requests, no land was made available. An allotment had to be set up by Kesgrave residents in a neighbouring village.
- The town has a modest but valued range of heritage assets that residents wish to see preserved.
- Survey responses placed a high importance on energy and resource efficiency in the home as well as health-related environmental factors such as air quality.
- Engagement with businesses showed a desire for support with local promotion and marketing, and retaining and increasing the number of small businesses locally would make a contribution as an alternative to driving out of town.
- When asked what uses could be made of the current public open space, 80% wished to see it protected as such with 62% also wishing it to be maintained to encourage biodiversity and wildflowers.



3.4 Facilities and Well-being

- Compared with other similarly sized Suffolk towns Kesgrave has no football ground (despite having two football clubs running between them 60 teams), no golf course or

range, hockey pitch (or club), rugby pitch (or club), squash courts or swimming pool. This is expanded upon with further analysis in Section 7 below.

- The demographic profile in Kesgrave shows a significantly younger population when compared for instance with Woodbridge which is materially better off for sports and recreational facilities.
- A third of residents in the survey said that facilities were not suitable for the activities they undertake and 28% said they use facilities elsewhere with swimming facilities mentioned in particular.
- During the engagement process with sporting clubs and associations, almost all stated that they do not have enough venues for training and events in order to fulfil the needs of their members.
- The Kesgrave Leisure and Community Facilities - Technical Evidence Summary (Item 22 on the List of Evidence) shows that the provision of major facilities in Ipswich was considered sufficient and this goes against the desire of residents to access these facilities locally.



3.5 Roads, Transport and Safety

- In the residents' survey and subsequent engagement process it was clear that issues of vehicle congestion and safety at key road junctions serving Kesgrave are a continuing concern. This is expanded upon with further analysis in Section 8 below.
- The aforementioned Technical Evidence Summary (Item 22 in the List of Evidence) shows that although there are a good number of footpaths and cycleways in the area that are well used, these are often fragmented, poorly maintained and unsuitable for wheelchair/ mobility scooter/ pushchair access.
- The resident survey results showed that nearly two-thirds of respondents identified the issue of vehicles restricting access (blocking entrances, pathways and grass areas) as a problem.



4 VISION AND OBJECTIVES

A vision for Kesgrave

- 4.1 At the outset of the Neighbourhood Plan development process, Kesgrave Town Council liaised with nearby parish councils and the collective view was a desire to maintain the existing separation between each area and the sense of belonging to their own town or village. This is acknowledged in SCLP in the Settlement Coalescence section and confirmed in SCLP Policy SCLP10.5 (Settlement Coalescence). The concept is an important context for our vision which is set out as follows:

We see Kesgrave as remaining an attractive town to live in which is still a geographically distinct settlement from others on the east side of Ipswich and it remains a town where residents:

- still enjoy the surrounding countryside, wooded areas and green open spaces within the built-up area;
- have access to sporting and recreational facilities of a scale that reflects the size of the population;
- have less dependence on the car for local journeys; and
- feel a genuine sense of belonging to a vibrant, caring community.

Objectives of the Neighbourhood Plan

- 4.2 The objectives of the Neighbourhood Plan as identified through engagement with the community are as follows:

Objective One:	To protect the character and identity of Kesgrave, particularly in respect of preserving the established openness of the built-up areas and its separation from neighbouring communities.
Objective Two:	To enhance and protect the quality of our green spaces and landscaping.
Objective Three:	To ensure that air quality in Kesgrave is not worsened.
Objective Four:	To ensure wildlife thrives and wildlife corridors are protected and enhanced
Objective Five:	To preserve our heritage assets.
Objective Six:	To expand and enhance the range and quality of recreational and sporting facilities so that they more fully serve the needs of Kesgrave's community today.
Objective Seven:	To provide genuine alternatives to the car for local journeys particularly on foot and by bicycle.
Objective Eight:	To increase the provision of usable off-road parking in order to enhance the character of Kesgrave and improve pedestrian and cycle safety.

5 MAINTAINING KESGRAVE'S CHARACTER and IDENTITY

5.1 *Objective 1 is to protect the character of Kesgrave, particularly in respect of preserving the established openness of the built up areas and its separation from neighbouring communities.*

5.2 When Old Kesgrave (see description in paragraph 2.3) was developed in the post-war period, little consideration was given to the provision of open spaces for public use in the belief that dwellings had large gardens and private space for residents to enjoy



and community spaces were not needed. However, over time some houses have been significantly extended, and developers have promoted many schemes to homeowners that have involved the sale of a significant portion of their rear garden sometimes in conjunction with close neighbours. This has led to the building of additional, often smaller, dwellings with very small gardens on the vacated back garden land. The effect of these schemes has become a matter of significant concern for a number of reasons:

- In a number of instances single lane gravelled/unadopted roads were included in the design for vehicular access to the new properties which are very tight and in some cases rendering large/emergency vehicle access difficult. Off road parking space is also often limited (see Appendix A examples 1 and 2).
- In most cases, the new housing is of a much more dense design sometimes with two dwellings occupying a single vacated back garden or with two dwellings squeezed into a plot previously with one property, giving the appearance of housing crammed together with minimal curtilage.
- The housing has, in some cases (see Appendix A examples 3 and 4), been out of character with the surrounding neighbourhood therefore spoiling the outlook for others living nearby (although not normally those who have sold their back garden).
- There are examples where residential garden development has been permitted despite the objections of near neighbours concerning disturbance to their peace and tranquillity caused by additional noise.
- During previous resident engagement days and in the consultation phase of the Neighbourhood Plan, people who now live in these areas, some second or third time buyers, have frequently remarked on the lack of public open spaces available to them in these locations. The reduction in green space therefore has affected residents' sense of wellbeing.

Avoiding further cumulative harm

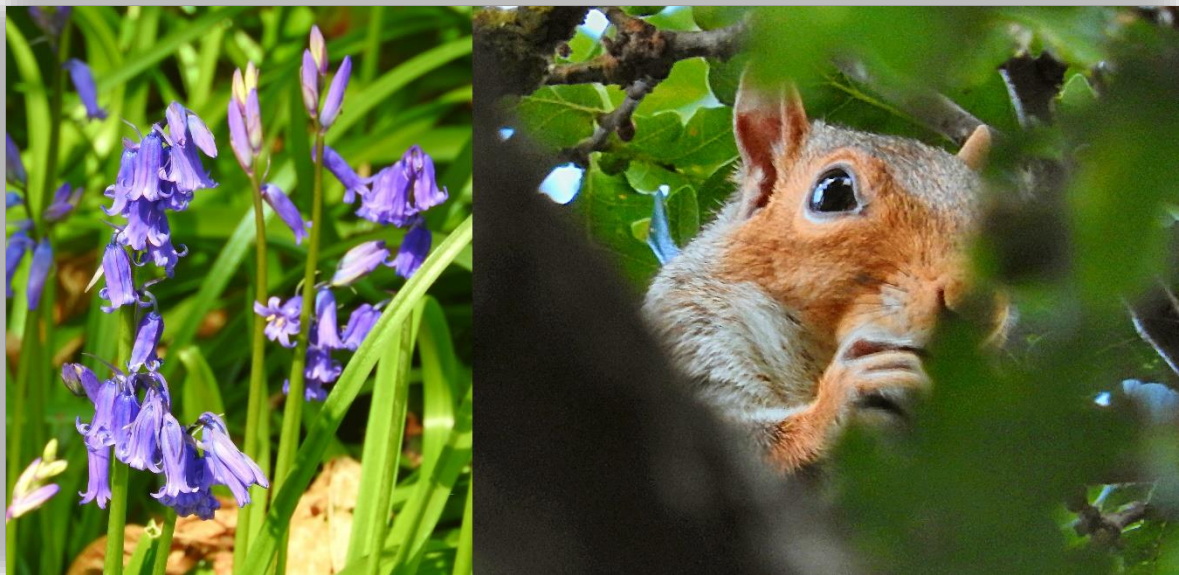
- 5.3 There are additional concerns that arise from the cumulative effect of these developments covered here and in the following paragraphs. More housing invariably brings with it more cars, more congestion at key junctions in the area and more pollution with an increased threat to air quality (covered in more detail in Section 6).
- 5.4 In Section 14. Meeting the Challenge of Climate Change, Flooding and Coastal Change under sub-heading Planning For Climate Change paragraph 149 of NPPF states; *"Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures. Policies should support appropriate measures to ensure the future resilience of communities and infrastructure to climate change impacts."* It also states at paragraph 155 that *"strategic policies should... consider cumulative impacts in, or affecting, local areas susceptible to flooding..."*.



The cumulative replacement of green space with building and road development and the consequent loss of natural drainage capacity, together with the additional pressure exerted on an ageing underground water drainage network is likely to be a causal factor in the increasing number of flash flood incidents reported in recent years in the areas concerned. The soakaways used in Old Kesgrave for surface drainage are old and under increasing stress. Suffolk County Council has acknowledged Kesgrave does have areas of risk and a history of flood events. It has provided the maps in Appendix E which detail

the areas of fluvial (from rivers) flood risk and pluvial (from surface water) flood risk together with a record of flood events in the town. The Flood Incident Records cover the five year period to March 2019 and show there were 5 high priority, 18 medium priority and 74 low priority incidents. The maps show that the overwhelming majority of incidents took place in the areas of Old Kesgrave (to the west, north and east of the town) with very few on the more recently built areas of Grange Farm (central and south).

- 5.5 In contributing towards sustainable development, the environmental objective of the NPPF is to, *"...contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently... and mitigating and adapting to climate change."*



There is a direct impact on loss of wildlife habitats and biodiversity generally as precious green spaces have been absorbed into the built up area. There was never a time when these assets were more cherished by our community than now as reflected in the responses to the resident survey. With the national policy requirement to achieve net gains in biodiversity from development, building on back gardens leaves very little potential opportunity to achieve this through, for example, tree planting and other such activities typically provided in the amenity space associated with a new property. In all four of the examples in Appendix A there was a significant net loss of trees and green space generally.

- 5.6 The NPPF's requirement for the efficient use of land requires policies and decisions to take into account *"...the desirability of maintaining an area's prevailing character and setting (including residential gardens)"*. In the case of Old Kesgrave, KNPS in essence considers it essential to:
- prevent further harm to its character and amenity (especially given the very limited amount of public open space in this area but also to preserve the peace and tranquillity enjoyed by those living in close vicinity) which has already been

substantially eroded by permitted developments since its original design and construction (as evidenced by the examples in Appendix A); and

- avoid further cumulative physical damage that would inevitably come from continuing to increase the density of people and cars in areas that were never designed to cope with it. It is self-evident that adding more people and more cars to the same area will add to congestion potential, further threatening air quality, stress already ageing underground water works, increase an already precarious flood risk, and result in the building over of limited wildlife habitat thus undermining biodiversity.

Policy KE1 is designed to address all the NPPF's sustainability objectives but in particular in the Kesgrave context to address the impacts on the natural environment. Policy KE1b) in particular recognises that large back gardens do not represent an inefficient use of land but are an important asset in addressing environmental objectives. (See Item 08 Review of Impact of Policy and Rationale for Policy KE1 in the List of Evidence.)

- 5.7 The design applied by the developers in the last phases of the Grange Farm area development (this is the area to the south of Ropes Drive) has also created issues. The layout is noticeably more dense than the earlier phases, with houses (many on three storeys) that have small gardens serviced by relatively narrow access roads. The development incorporated cycling, walking and public transport infrastructure aimed at encouraging movement other than using cars and so less parking space was provided. However, a lack of maintenance of the infrastructure discourages use of these alternatives. Amongst other things, this has led to complaints by residents related to on road/pavement parking (dealt with later) and a fear that emergency vehicles may not be able to get through when necessary.

- 5.8 SCLP Policy SCLP5.13 (Residential Annexes) establishes the conditions under which residential annexes and extensions to existing buildings will be supported. It is not necessary to duplicate these policy requirements in regard to extensions. However, in reference to the accompanying Item 08 on the List of Evidence, which describes how existing policy has been applied in practice to annexe development, it is appropriate to address annexe development on a local basis. It is noted that SCLP5.13 is listed as a non-strategic policy.



- 5.9 There are other small scale design matters which, the experience of the development of Grange Farm has demonstrated, can become issues over time if not addressed properly at the design and building stage. Such matters have often resulted in a degradation of the public realm, with remedial and maintenance costs falling on the public purse. Good

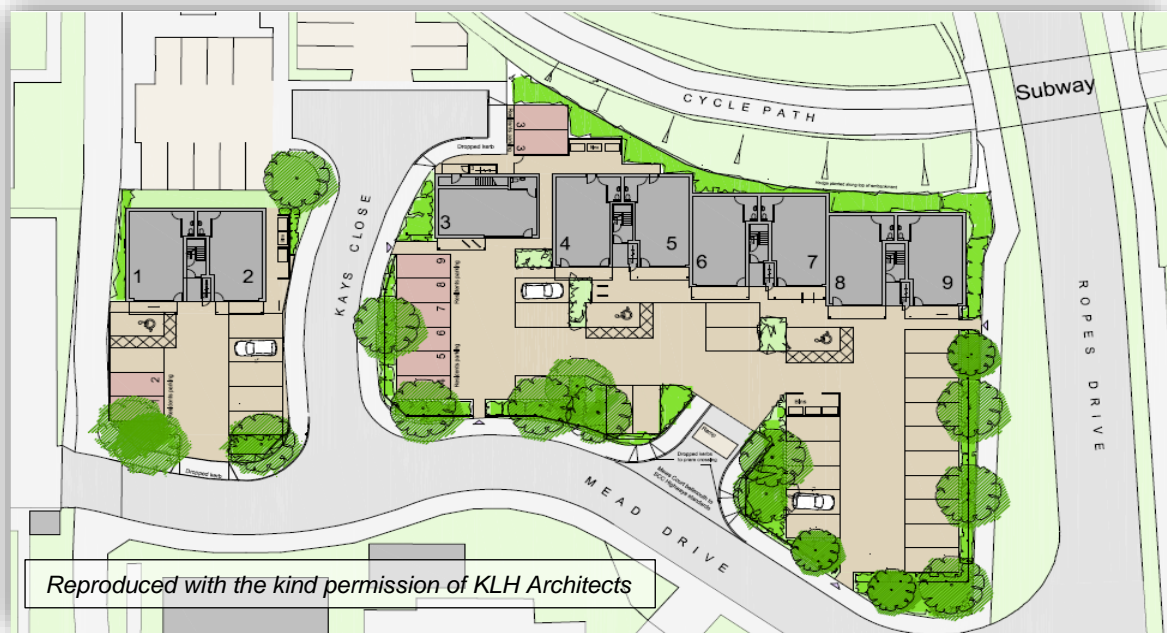
design – which over the long term is closely linked to effective management - should seek to minimise such costs. Examples include:

- ensuring no motor vehicular access into public green open spaces, apart from for maintenance/operational purposes;
- designing railings and other boundary structures/features so that they are long lasting (through the use of appropriate materials and design);
- ensuring the siting of new trees in proximity to footpaths and cycleways avoids surfaces subsequently becoming uneven through root action;
- ensuring grassed areas for formal recreation are prepared correctly so they can meet the highest activity standards should users reach a high level of competition;
- ensuring boundary fences and walls which run close to the edge of a property do actually run along the boundary rather than slightly inside it leaving strips of land neglected;
- avoiding the use of “ransom strips” which have led to boundary disputes, double fencing and unmanaged derelict areas.
- learning from experience regarding what does not work, e.g. reliance on old, poorly maintained soakaways to address regular flooding problems; and
- ensuring effective and enduring management arrangements for wooded areas to protect their status.

POLICY KE1: INFILL and RESIDENTIAL GARDEN DEVELOPMENT

- a) All residential infill development within the Settlement Boundary (excluding residential garden development) should reflect the character and density of the surrounding area and protect the peace and tranquillity (amenity) of neighbours. It should demonstrate that it has regard to the scale, mass, height and form of its neighbours, avoiding over-development and should not generate a cramped form of development. It should demonstrate that it will avoid over-development by ensuring that:
- i. its scale, mass, height and form do not result in loss of amenity of neighbouring properties through issues such as overlooking, loss of light or over-bearing forms of development
 - ii. adequate parking and turning spaces are available for the proposed and existing properties and occupiers.
- b) In order to retain and protect the important remaining open spaces and biodiversity which are a feature of Kesgrave’s character and identity; to prevent cumulative harm being exacerbated by the effects of increasing density; and to preserve the peace and tranquillity of nearby residents, the development of new dwellings and detached annexes and the conversion of existing detached annexes into residential dwellings in the gardens of residential properties will be resisted.
- c) The general design and layout of all new development and the approach to its management must demonstrate that it has carefully addressed matters which could cause physical restrictions on community activities or unnecessary levels of future maintenance and cost due to the use of inappropriate materials or poor design.

- 5.10 In reference to SCLP Policy SCLP4.12 (District and Local Centres and Local Shops), SP9 in SCCS and SP30 in the 2017 Site Allocations Plan the Neighbourhood Plan envisages that all of Kesgrave's indicative contribution towards the overall housing requirement over the plan period will come from the provision of above ground floor dwellings associated with the provision of additional ground floor business premises. This will also address residents wish to have access to potentially more leisure facilities and shopping locally as well as providing additional opportunities for nearby employment and lower cost housing. The Kesgrave District Centre is defined on the Policies Map in Section 9.
- 5.11 During 2018 planning permission was granted at Mead Drive for the type of development envisaged (see plan below). This will provide nine dwellings and other sites exist within the Settlement Boundary sufficient to supply the remaining minimum one dwelling required and more. Consultation has taken place with the landowner's agent regarding two other sites within the District Centre which has confirmed that mixed use is an option for the development of both plots.



POLICY KE2: RESIDENTIAL USES IN KESGRAVE DISTRICT CENTRE

Residential development in the Kesgrave District Centre, as identified on the Policies Map in Section 9 will be supported where it is part of a mix of uses that are suitable for a Local Centre that comprise above ground floor dwellings and provide additional shopping, leisure or employment opportunities.

Landscape and Coalescence

- 5.12 SCLP notes (paragraphs 10.42.and 10.43) that there are a number of locations where important undeveloped areas of land exist between settlements and that these gaps help protect their identity and character and give the sense of leaving one place and arriving at another. Feedback from community engagement undertaken by KNPS together with

public consultations on past development proposals regarding the areas surrounding Kesgrave stress the importance of the town retaining its individual identity. This view is very much shared by our neighbouring communities.

5.13 SCLP Policy SCLP10.5 (Settlement Coalescence) states that development of undeveloped land and intensification of developed land between settlements will only be permitted where it does not lead to the coalescence of settlements through a reduction in openness and space or the creation of urbanising effects between settlements and that neighbourhood plans may include policies addressing local issues related to settlement coalescence. In response to resident feedback KNPS felt it an important opportunity to address.

5.14 The landscape in which Kesgrave is located is particularly important to its setting and a reflection of its historical development. To the north is well-wooded agricultural countryside that drops down, beyond the parish boundary, to the Fynn Valley. To the east and south, the town's Sandlings heritage is more evident, with areas of remnant heath and woodland (Martlesham Heath) and reclaimed heathland arable land (Foxhall Heath) divided by established shelter belts and further blocks of woodland. These landscapes are what helps define Kesgrave and give it its identity.

5.15 Protecting the separate identity of Kesgrave is a key part of the vision for the Neighbourhood Plan. Maintaining the gaps that remain between the built-up areas of Kesgrave and those respectively of Rushmere St Andrew and Martlesham Heath, and preventing them being perceived as a single 'East of Ipswich' suburb is considered essential.



Residents have repeatedly expressed a strong desire to safeguard against encroachment upon the rural character beyond the Settlement Boundary to the North and South. The views over countryside, into and out of Kesgrave; the biodiversity and wildlife corridors; and the community value of the landscape for recreation and amenity are considered critical to the community's sense of both identity and well-being.

5.16 Accordingly, as part of the evidence base for the Neighbourhood Plan, KNPS commissioned a Landscape Identity Analysis (see Items 09-10 in the List of Evidence):

- to provide a baseline description of the landscape in which Kesgrave is located, with particular emphasis on what makes it special and distinctive, i.e. what gives the town its identity; and
- to analyse the contribution that various parcels of undeveloped land beyond the Settlement Boundary make to providing the town's landscape setting and maintaining its separation from Rushmere St Andrew and from Martlesham.

5.17 The Landscape Identity Analysis will assist the planning authority in making informed decisions as to whether any future development accords with the needs of Kesgrave residents reflected through the policies in this Neighbourhood Plan, and KTC in making sound planning consultation responses.

5.18 The key landscape features that give Kesgrave its identity can be physical or perceptual (how the landscape is perceived by those that use it, e.g. visual qualities, any sense of tranquillity, contribution of character beyond the boundaries).

Physical features include:

- Gently undulating topography and rural valley character associated with Butler's Brook to the north of Main Road.
- References to its former heathland status and evidence of late enclosure: open character, scale of fields, lack of hedged boundaries and geometric field pattern.
- Woodland blocks including: woodland at Foxhall Heath and the speedway stadium, Dobbs Wood, Fentons Wood, Kesgrave Wood, and roadside strips and avenues.
- Woodland belt to the south of Long Strops and other lines of trees filtering views towards Grange Farm from the south.
- Long Strops linear route, containing the route of the Sandlings Walk.



Perceptual attributes include:

- Sense of openness and rural countryside between Kesgrave and Rushmere St Andrew and relative remoteness and emptiness between Kesgrave and Foxhall.
- Open views across farmland from points to the south, with the town set in a vegetated framework.
- Flat topography meaning that only roofs are generally visible, but not prominent, in glimpsed views from the north.
- The wooded skyline created by blocks of woodland beyond the parish bounds that help create a degree of visual containment.
- Tree lined views along roads, e.g. Dobbs Lane.

5.19 The following attributes, some beyond the parish boundary, contribute to the landscape setting of the town (it is acknowledged that the Neighbourhood Plan cannot directly influence development beyond its boundary):

- Foxhall Heath including Foxhall Stadium separating parts of Kesgrave from Rushmere/Rushmere St Andrew.
- Wide, open farmland south of the town, reflecting late enclosure from former heathland.
- Narrow band of heath, in particular Martlesham Heath, separating Kesgrave and Martlesham.



- Agricultural land and woodland between the parishes of Playford and Little Bealings to the north.
- Land around Kiln Farm that functions as a gap between Kesgrave and Rushmere St Andrew.
- Woodland associated with Martlesham Plantation – important in creating a break in development between Kesgrave and Martlesham.
- Rushmere Heath to the west.

5.20 Landscape attributes such as recreation facilities that make the town special to users and thus valued, include: Long Strops, including Millennium Sportsground and Pavilion; Sandlings Walk, a promoted long distance footpath; Foxhall Stadium, Mill Stream Local Nature Reserve (LNR) and Sandlings LNR; and open access land between Kesgrave and Martlesham Heath.

POLICY KE3: MAINTAINING KESGRAVE'S IDENTITY

Development will only be permitted where it would not:

- a) compromise the appreciation of the key landscape features that give Kesgrave its identity;
- b) increase coalescence with adjoining settlements, or reduce the sense of Kesgrave as a distinct and separate settlement; and
- c) have a detrimental impact on the key views specified on the Policies Map in Section 9.

6 ENVIRONMENT and HERITAGE

Environment and open spaces

- 6.1 *Objective 2 is to enhance the quality of our green spaces and landscaping.*
- 6.2 Information in the following paragraphs 6.3-6.5 is based on the Neighbourhood Plan survey which took place in the early period of consultation.
- 6.3 Residents wish to make the most of the town's open spaces; encourage respect in the use of the town's spaces and facilities; and ensure they are accessible and welcoming.

- 6.4 Residents placed a high importance on all types of open spaces in the survey. Comments mentioned various natural uses like tree planting, a pond or woodlands. A few comments specifically mention facilities for pensioners and dog walkers. People said they generally like the



existing open spaces as they are, with the focus being on their maintenance. This is supported by the fact that there were fewer positive responses to using spaces as a playing fields or play area, as this could perhaps disturb and destroy the existing space. Based on comments provided at the community engagement forums and in Q&As after presentations to community groups (Women's Institute and Co-op Women's Guild) Long Strops is clearly the most important green space in Kesgrave.

- 6.5 Asked if land or buildings should be purchased or adopted to provide additional local amenities, almost 60% of residents thought more green space should be provided, with 54% identifying a nature reserve, 49% a community wood and 37% allotments.
- 6.6 The Technical Evidence Summary shows that there is no formal park provision in the Kesgrave sub-area; amenity green space and churchyard and cemetery provisions are low; and greenspace provision is low; and we have the second lowest level provision for cemeteries in Suffolk Coastal – 0.19 hectares per 1,000 population compared with a district average of 0.45 hectares (source: Suffolk Coastal Open Spaces Assessment 2014).
- 6.7 As one resident put it: *"Yes Grange Farm makes the most of its green spaces but there's not very much; we NEED what we have left, it's not just a question of want. We NEED it for our very identity and character, for our wellbeing, to preserve our heritage and for future generations."*

- 6.8 It is therefore important that not only are green spaces protected (as reflected in SCLP Policy SCLP8.2 (Open Space)) for the benefit of the community but access to them on foot and by bicycle is enhanced. The existing network of cycle paths and footpaths is generally considered to be good and relatively extensive in Kesgrave but if access to a particular space is poor then it is less likely that it will be visited by local residents. For cyclists, this also includes the provision of appropriate cycle parking.
- 6.9 SCLP Policy SCLP7.1 (Sustainable Transport Development) states that proposals should be designed to incorporate measures to encourage travel using non-car modes and this includes the safe design and layout of new cycle routes and provision of covered, secure cycle parking. The location and design of cycle parking should be a serious consideration because poorly located or designed facilities may go unused and can result in precarious and unsafe parking or cycles left lying on the ground causing trip hazards. The Cyclists' Touring Club (CTC), a charitable membership organisation supporting cyclists and promoting bicycle use in conjunction with Sustrans, a walking and cycling charity, has published guidance and standards in their joint publication "Cycle Parking" which represents UK best practice that developers, building owners and others are encouraged to consult and implement.
- 6.10 The Suffolk Coastal Open Spaces Assessment 2014 notes that Kesgrave has the lowest per capita levels of provision of allotments in the district. Whilst allotment provision was preferred by the community, the limited land available for such provision means that alternative solutions are required. Kesgrave residents are active members of Kesgrave Allotments (KALGA) located in Playford parish and the Oak Tree Low Carbon Farm in Rushmere St Andrew parish. Demand could not be met within Kesgrave. KALGA has individual and shared allotments (nearly 100 demonstrating demand) and the Oak Tree Farm is a shared community growing space on 4 acres with areas set aside for wildlife/biodiversity (home to relatively rare species such as Skylarks, Barn Owls and Stag Beetles. The two schemes are popular and offer different things to meet different needs and interests. Another type of provision that is increasing elsewhere is participation in small growing spaces provided in communal areas outside residential developments. This can be as simple as a few raised planting beds. These have the advantage of being close to residents so they can participate in growing whilst engaging with fellow residents.

POLICY KE4: BENEFITS OF GREEN AND COMMUNITY GROWING SPACES

- a) In recognition of the health and well-being benefits of green open spaces, development proposals are encouraged to improve access for pedestrians and cyclists to public green spaces as well as contribute towards the provision of supporting infrastructure such as cycle parking.
- b) In order to enhance local food growing networks, new residential developments will be expected to provide defined growing spaces in communal areas that will contribute towards health and well-being appropriate to the scale of development. In addition, the provision of productive public green spaces such as community orchards is encouraged.

Local Green Space designations

- 6.11 Under the National Planning Policy Framework (NPPF) as updated in 2019, Neighbourhood Plans have the opportunity to designate Local Green Spaces which are of particular importance to the local community. This will afford a significant level of protection from development consistent with green belt land. Paragraph 100 of the NPPF states: *"The Local Green Space designation should only be used where the green space is:*
- a) in reasonably close proximity to the community it serves;*
 - b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
 - c) local in character and is not an extensive tract of land."*
- 6.12 The importance of our open spaces is well established throughout the Neighbourhood Plan. All green and open spaces are considered valuable, indeed precious, but the following areas in particular call for special treatment and protection. A full rationale including landowner consultation is provided in the Local Green Space Analysis & Designation Schedule
- a) Long Strops bridleway and associated wooded areas and hedgerows together with the attaching Millennium Sports Ground. Long Strops is a public bridleway and open space which is 2.2kms long between Bell Lane and the end of Dobbs Wood. It is an important green corridor for people, pets and wildlife. Long Strops Kesgrave Dog Walkers was established as a Facebook group in October 2018 and has 165 members.
 - b) Cedarwood Green and Cedarwood Walk. This is amenity land on the south side of Ropes Drive and houses a multi-use games area and teen shelter that was developed in consultation with local young people. Cedarwood Walk is an open space that is a purpose-built community walkway separating the adjacent built-up areas. It includes four sculptures by Laurence Edwards, FRBS.
 - c) Legion Green. This is land on the west side of Ropes Drive that has particular historic significance, being home to the town's war memorial. It also acts as a place of tranquillity for the local community.
 - d) Oaks Meadow and Pergola Piece. This is centrally located in the Grange Farm area and is its most significant open space. Popular with dog walkers, it includes a play area for all ages and an all-weather junior football pitch.
 - e) Bretts Wood. This is an area on the western boundary of the neighbourhood area, providing approximately five acres of densely wooded terrain. It has a pathway on both sides leading up to St Agnes Way and is popular with dog walkers. The area has a rich wildlife, being a significant habitat for a range of birds and insects.
 - f) Grange Meadow. This includes Cardew Drift, Jubilee Copse, Pilboroughs Walk and the Sundial and is a significant amenity space in the centre of the east ward. It has had a

number of trees planted as part of a community project, a children's play area and is popular with dog walkers.

- 6.13 The areas specified above taken together are the much cherished and well utilised open spaces and facilities that are the foundations of the whole community. In a densely populated town with limited access to sporting and recreational facilities and genuine open land with a rural feel these sites are considered critical to the well-being of the community. Other open spaces also highly regarded, but not considered to have fully met all of the eligibility criteria mentioned in 6.11, have been listed in the accompanying evidence document Local Green Space Analysis, Designation & Consultation.
- 6.14 As stated in Policy KE5 below, the areas are shown together on the Policies Map in Section 9 but also individually in Appendix B.

POLICY KE5: LOCAL GREEN SPACES

The following areas as shown on the Policies Map in Section 9, including where applicable all bordering hedges, are designated as Local Green Spaces in accordance with NPPF (paragraphs 99-101):

- A. Long Strops Bridleway and all associated wooded areas and hedgerows including Century Drive Woods, Dobbs (or Kesgrave) Wood and Fentons Wood, plus the Millennium Sports Ground.
- B. Cedarwood Green and Cedarwood Walk.
- C. Legion Green.
- D. Oaks Meadow and Pergola Piece.
- E. Bretts Wood.
- F. Grange Meadow (including Cardew Drift, Jubilee Copse, Pilboroughs Walk and the Sundial).

Proposals for development on these Local Green Spaces will not be permitted unless it is clearly demonstrated that it will enhance the role and function of the identified Local Green Space.

- 6.15 Where the removal of trees and vegetation from a Local Green Space designated in Policy KE5 relates purely to the management responsibilities of the owner of a designated space it is not expected to require permission unless under the jurisdiction of other policies related to trees and landscape, for example a Tree Preservation Order.
- 6.16 Dobbs Wood plus a portion of the land bordering the wood to its south east side (not covered by the Local Green Space designation specified in KE5A above) is identified in SCLP policy as an 'Area to be Protected from Development' - see the Policies Map in Section 9. (Suffolk Coastal Site Allocations and Area Specific Policies DPD Policy SSP39/SCLP Policy SCLP11.9 (Areas to be Protected from Development)). As the two designated areas are not contiguous both policies will apply.

Air quality

- 6.17 *Objective 3 is to ensure that air quality in Kesgrave is not worsened..*
- 6.18 We wish to minimise the number of car miles driven by residents; encourage healthier movement options (walking and cycling); increase the use of public transport; see traffic congestion addressed positively; and discourage resident actions that threaten air quality and cause nuisance for neighbours.
- 6.19 According to the 2018 Air Quality Annual Status Report for Suffolk Coastal and Waveney District Councils (Item 12 in the List of Evidence) the main source of emissions within the area is road traffic which means that the pollutants of most concern are nitrogen dioxide (NO₂) and particulate matter. NO₂ is measured by automatic analysers and diffusion tubes. There is one automatic analyser in Woodbridge and there are 53 diffusion tube monitoring locations covering 11 areas, one of which is Kesgrave which has two. There appears to be no monitoring of particulates. The annual average measured concentrations for the NO₂ monitors (which are both positioned on Main Road near the Bell Inn) are shown in the table at Figure 6.1 below. In 2017 and 2018 the results were on average respectively only 12.5% and 22.5% below the annual mean air quality objective and European obligation (see Item 13 European Commission Air Quality Standards in the List of Evidence). This is against the district trend where concentration measurements have been generally in decline. Vehicle idling is a generally recognised cause (see Item 14 Air Quality Expert Group – NO₂ in the UK (page 3) and Item 15 Levels Of Ambient Air Pollution According To Mode Of Transport (page 1) in the List of Evidence) and in Kesgrave the regular traffic congestion along Main Road and the Bell Lane and Ropes Drive approaches to the interconnecting lights and roundabouts are of particular concern in this regard. In this context it is worth noting that according to Suffolk County Council's Ipswich Northern Routes Study Stage 1 Progress slides report from January 2017 (see Appendix 07 Ipswich Northern Routes Initial Study - Slide Presentation, specifically slide numbers 11 (Existing Congestion 2015 CRF) and 12 (Baseline Congestion 2031 Forecast CRF)) their relative measure of traffic congestion shows Main Road was predicted to increase from 70-80% in 2015 to 80-90% by 2031.

Figure 6.1: Nitrogen Dioxide Concentration Measurements, 2014-18

Diffusion Tube ID	Location	NO ₂ Annual Mean Concentration (µg/m ³) [Annual mean air quality objective and European obligation is 40]				
		2014	2015	2016	2017	2018
KSG 9	Main Road opp Bell Inn	29	28	28	32	30
KSG 10	Main Road nr Bell Inn	-	-	-	35	35

- 6.20 Responses to the residents survey showed that people place a high importance on energy and resource efficiency in their homes as well as health-related environmental factors such as air quality. In addition to the two NO₂ monitors mentioned above, two more were in place throughout 2017 located at Bell Lane and Dobbs Lane. These were part funded by KTC in response to residents' concerns which is further evidence of the importance the community places on this matter. The additional monitors showed NO₂

levels respectively at 17µg/m³ and 16µg/m³. The monitors were withdrawn by Suffolk Coastal District Council on the grounds that these results were considered to be insignificantly low.

- 6.21 Engagement with the business community showed a strong desire for support with local promotion and marketing. Retaining and increasing businesses locally is a better alternative to residents having to drive out of town in this context.
- 6.22 Several suggestions were made throughout the consultation period on how to address car usage, for example, increase the facilities locally and improve access by cycling to others nearby so that residents can reduce their car miles; reduce traffic congestion; encourage the use of electric cars with charging facilities; and discourage garden disposal burning and the use of wood burners that cause nuisance to neighbours.
- 6.23 SCLP includes Policy SCLP7.1 (Sustainable Transport) which requires development proposals to be designed from the outset to incorporate measures that will encourage people to travel using non-car modes and provide safe pedestrian and cycle access to services and facilities. KNPS considers this to provide sufficient basis for addressing the issues raised in a planning context and has also listed certain relevant non-policy actions in Section 10. These are issues and ideas to be taken up by KTC and the wider community in the context of climate change, modal shift and general support for the Climate Emergency movement.



Wildlife conservation

- 6.24 *Objective 4 is to ensure wildlife thrives and wildlife corridors are protected and enhanced.*
- 6.25 KNPS are grateful to Suffolk Wildlife Trust for the following information on the wildlife characteristics of Kesgrave. This should be read in conjunction with the Map of Ecological Networks in Appendix C. Whilst the built areas of the parish of Kesgrave are well defined, much of the land beyond is occupied by semi-natural habitat, including both statutory



and non-statutory designated sites. Part of one statutory designated Site - Sinks Valley, Kesgrave, Site of Special Scientific Interest (SSSI) lies in north of the parish. Another designated site, included within the Ipswich Heath SSSI, is situated adjacent to the eastern parish boundary. SSSIs represent areas of national importance due to their flora, fauna, geological or physiological features. Kesgrave also has two 'locally designated' County Wildlife Sites within/overlapping the parish boundaries: Kesgrave Wood and Sinks Valley in the north (adjacent to the SSSI) and Foxhall Stadium Wood to the south-west. County Wildlife Sites support priority habitats and species and complement statutory protected areas and nature reserves by providing additional habitat and by contributing to the wider ecological network. There are also a number of undesigned semi-natural features within the parish which qualify as priority habitat, including lowland mixed deciduous woodland, lowland heathland and hedgerows. These also provide wildlife corridors between the above-named sites. Collectively, all these habitats combine to form a network of ecological corridors both within the parish and linking to other important habitats within the wider area beyond the parish boundaries.

6.26 Kesgrave is therefore situated within an exceptionally high-quality ecological network with excellent habitat connectivity. It is important that policy covering the Neighbourhood Area protects existing ecological assets and encourages the restoration, enhancement and reconnection of the ecological network.

6.27 When asked in the resident survey what uses could be made of the current public open space, 80% wish to see it protected as an open space and social centre with over 62% also wishing it to be maintained to encourage biodiversity and wildflowers.

6.28 The Long Strops hedge was planted in 2000 with native species such as Hawthorn, Field Maple and Hazel to help wildlife. In 2008 pupils from Cedarwood Primary School and Kesgrave High School planted a similar hedge by Cedarwood Green.

6.29 Kesgrave Conservation Group (KCG) was formed in 2010 to improve wildlife habitats in Kesgrave in response to growing interest in how to conserve threatened wildlife such as birds, butterflies and bumble bees. KCG works in partnership with town and district councils to improve and maintain the open spaces and landscaping across Kesgrave. The group has undertaken several projects from wildflower and tree planting, to hedge and public open space rejuvenation at Pergola Piece, Pilboroughs Walk and the largest at Jubilee Copse where over 100 trees have been planted over the five years to 2019. To introduce the next generation to conservation work the group is working with 1st Kesgrave Cubs. (See Item 16 Kesgrave Conservation Group Report (2019) in the List of Evidence.



6.30 There is also a partnership with Heath Primary Gardening Club and we wish to support conservation and protection initiatives promoted by Suffolk Wildlife Trust and similar agencies: from the provision of new species-rich meadows/buffers next to developments, to the installation of hedgehog-friendly fencing.

6.31 At the local scale, the design of individual buildings and green and open spaces, including private gardens, will help to ensure that many of the species that are in Kesgrave can not only survive but thrive. This is crucially in line with the national planning guidance for achieving net biodiversity gain through all new development. Examples of wildlife-friendly features (confirmed by Suffolk Wildlife Trust as being relevant to Kesgrave) include:

- incorporating integral bird and bat boxes under the eaves of the new houses;
- creating artificial nests sited in places away from windows and doors to support roosting sites for bird and bat populations;
- pre-cut holes in fences for hedgehogs to more effectively move across neighbourhoods to forage;
- new planting schemes for nectar-rich plants to support bees and other pollinators.



6.32 SCLP Policy SCLP10.1 (Biodiversity and Geodiversity) states that development will be supported where it can be demonstrated that it maintains, restores or enhances the existing green infrastructure network and positively contributes towards biodiversity and/or geodiversity through the creation of new habitats and green infrastructure and improvement to linkages between habitats, such as wildlife corridors and habitat 'stepping stones'. All development should follow a hierarchy of seeking firstly to avoid impacts, mitigate for impacts so as to make them insignificant for biodiversity, or as a last resort compensate for losses that cannot be avoided or mitigated for. Adherence to the hierarchy should be demonstrated.

POLICY KE6: WILDLIFE CONSERVATION

Development proposals are required to contribute positively towards the biodiversity of Kesgrave by retaining existing habitat features as part of a development and providing wildlife-friendly features as part of the design of new buildings and open spaces. Where possible these features should connect to existing ecological networks and development should enhance wider ecological networks. This includes protecting existing trees for the benefit of wildlife and providing additional trees wherever appropriate.

Heritage assets

- 6.33 *Objective 5 is to preserve our heritage assets.*
- 6.34 Kesgrave is a predominantly modern-built town but it is located in an area that has some notable heritage assets, some with considerable historical significance.
- 6.35 Heritage assets are considered in two basic types being designated and non-designated. Designated heritage assets are protected under government policy and do not need to be designated by district councils or neighbourhood plans. Non-designated assets that meet certain eligibility criteria set out by ESC (see 17 SCDC Criteria for Identification of Non-Designated Heritage Assets in the List of Evidence) may be considered for inclusion in the Neighbourhood Plan.



Kesgrave Hall



Grange Farmhouse

- 6.36 In accordance with SCLP (paragraph 11.34) non-designated heritage assets should possess a degree of heritage significance that merits consideration in planning decisions. They can be either buildings or structures, or non-built assets and the Neighbourhood Plan is encouraged to identify those within Kesgrave. Non-designated heritage assets are not protected in the same way as Designated Heritage Assets but their identification as a non-designated heritage asset becomes a planning consideration when determining applications.

6.37 Assets that are designated in Kesgrave are:

- a) Four Grade II listed buildings being the Bell Inn, Church of All Saints, Grange Farmhouse and Kesgrave Hall; and
- b) Bowl barrows or tumuli (funerary monuments) at a site to the west of Kesgrave High School buildings plus two in the south west of Dobbs Wood. These date back to prehistoric times and are monuments scheduled under the Ancient Monuments and Archaeological Areas Act 1979 as amended as they appear to the Secretary of State to be of national importance.

6.38 In reference to Item 18 Historic England Advice Note 7 - Local Heritage Listing in the List of Evidence, certain non-designated heritage assets have been described and listed in Appendix D and, in each case, how the asset meets the necessary ESC criteria for such a listing. Included are some significant features from more modern times that reflect the important role the area had in covert communications during the Cold War and the early development of the computer.

POLICY KE7: NON-DESIGNATED HERITAGE ASSETS

Proposals affecting directly or indirectly any non-designated heritage asset itemised below should respect the significance and setting of the asset and demonstrate, where appropriate and in reference to Section 16 of NPPF, how they will contribute to the conservation and enhancement of the heritage asset, both in terms of its physical structure and appearance and its enjoyment by the public:

- A. Foxhall Radio Station/Aviation Museum
- B. The Computer
- C. Dobbs Grave
- D. Pump House
- E. War Memorial
- F. Mileposts/Milestones
- G. Cedarwood Walk Sculptures

The items listed above are identified on the Policies Map in Section 9.

7 FACILITIES and WELLBEING

7.1 *Objective 6 is to expand and enhance the range and quality of recreational and sporting facilities so that they fully serve the needs of Kesgrave's community today.*

Kesgrave's facilities do not compare well

7.2 Figure 7.1 is a comparison of Kesgrave's administrative, social, sports and recreational facilities with other Suffolk towns of similar size. Although not a precise like for like comparison, and acknowledging that market towns also serve a hinterland and have a tourism role, this nonetheless shows that Kesgrave is comparatively lacking in several significant areas.

Figure 7.1: Comparison of facilities with other Suffolk towns, 2019

SUFFOLK TOWNS COMPARISON OF FACILITIES								
	Beccles & Worlingham	Brandon	Haverhill	Newmarket	Stowmarket	Sudbury	Woodbridge & Melton	Kesgrave
Population (2011 Census)	13,868	9,636	22,041	20,384	21,028	22,213	11,467	14,402
Railway Station	Y	Y	N	Y	Y	Y	Y	N
Bus Station	Y	Y	Y	Y	Y	Y	Y	N
Police	N	Y	N	N	N	N	Y	N
Comm Engagement Officers	Y	N	Y	N	Y	Y	N	N
Fire	Y	Y	Y	Y	Y	Y	Y	N
Ambulance	Y	Y	Y	Y	Y	Y	N	N
Fuel Filling Station	3	2	5	4	4	4	2	0
Citizens Advice Bureau	Y	Y	Y	Y	Y	Y	Y	N
Hospital (NHS)	Y	N	N	N	N	N	N	N
Medical Centre/GP Surgeries (NHS)	1	2	2	3	3	3	2	1
Dentist (NHS)	3	2	2	8	6	9	4	1
School / College	2	1	1	1	1	1	2	1
School Primary	5	4	3	3	3	4	4	2
Vets	1	1	2	9	5	4	4	1
Post Office	3	2	3	5	3	5	3	2
Cinema	Y	N	Y	Y	Y	Y	Y	N
Theatre	Y	N	Y	Y	Y	Y	Y	N
Comm/Conf Centre	Y	Y	Y	Y	Y	Y	Y	Y
Sports Hall/Leisure Centre	Y	Y	Y	Y	Y	Y	Y	Y
Bowls (Indoor)	Y	Y	Y	Y	Y	Y	N	Y
Bowls (outdoor)	Y	Y	Y	Y	Y	Y	Y	Y
Cricket Pitch	Y	N	Y	Y	Y	Y	Y	Y
Fitness (Multi-station studio)	Y	Y	Y	Y	Y	Y	Y	Y
Football Ground	Y	Y	Y	Y	Y	Y	Y	N
Floodlit all weather (3G) pitch	Y	Y	Y	Y	Y	Y	N	Y
Golf Course	Y	N	Y	Y	Y	Y	Y	N
Parkrun	N	Y	N	N	N	N	N	Y
Rugby Ground	Y	N	Y	Y	Y	Y	Y	N
Squash court	Y	Y	Y	Y	Y	Y	N	N
Swimming Pool	Y	N	Y	Y	Y	Y	Y	N
Tennis Club/Courts	1	1	2	3	1	1	1	1
Motor Stadium	Y	N	N	N	N	N	N	Y

7.3 In reference to Figure 7.1, Kesgrave is the only town that has:

- no ambulance or fire station, no bus station, no cinema (other than Brandon), no citizens advice bureau, no fuel filling station, no theatre and no railway link (other than Haverhill); and

- unlike most other towns of comparable size, it has no football ground, golf course or range, hockey pitch (or club), rugby pitch (or club), squash courts or swimming pool. The deficiencies were recognised to some extent by the Suffolk Coastal Playing Pitch and Non-Pitch Facilities Assessment 2014 and Built Facilities Assessment 2014, which both identified that provision for sports and leisure activities in Kesgrave was consistently below required standards.

7.4 The demographic profile in Kesgrave shows a significantly younger population when compared for instance with Woodbridge which is materially better off for sports facilities. Therefore the desire is to:

- improve the sporting and recreational facilities in Kesgrave to be on a par with similar sized towns in Suffolk;
- support clubs and associations in having access to venues and equipment that bolster their development aims; and
- encourage informal recreational enjoyment for all age groups so that residents can enjoy being out in the open and maintain health and fitness within reasonable walking or cycling distance of their homes.

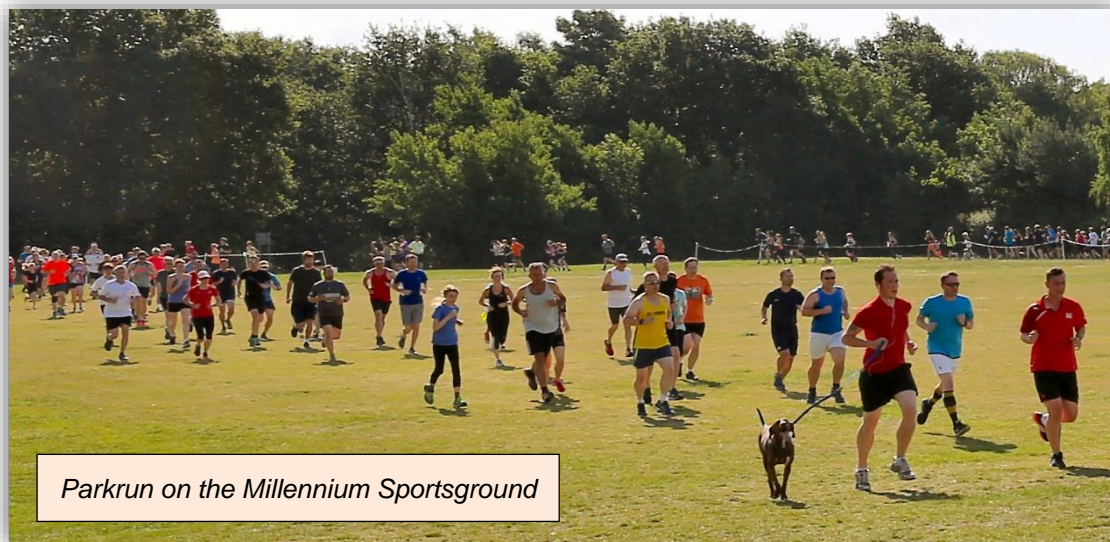
7.5 One-third of residents responding to the Neighbourhood Plan survey said that existing facilities were not suitable for the activities they undertake and 28% said that they use facilities elsewhere. Comments frequently mentioned having to utilise swimming facilities elsewhere.

7.6 It is clear that there is a high level of interest in sports and recreational activity in Kesgrave. Where facilities are provided, they are well used. Indeed, the chairman of trustees of Kesgrave War Memorial Community Centre stated that most of the facilities they provide are over-subscribed and the demand increases year on year. In addition:

- Kesgrave Parkrun commenced in 2014 and was one of the first venues in Suffolk to host weekly 5km pleasure running for adults (Saturdays) and juniors (Sundays) and now attracts up to 400 adult participants every week.
- Kesgrave Kruisers is a running club that started up in early 2017 and has over 840 members in its Facebook group. It won Club of the Year at the 2018 Suffolk Sports Awards.
- The town won the award in 2014 and 2017 for Suffolk's Most Active Town (and was also runner-up in 2015).
- 1st Kesgrave Scout Group is one of the top ten largest groups in the UK.



- 7.7 During the engagement process with sporting clubs and associations, almost all stated that they do not have enough venues for training and events in order to fulfil the needs of their members. In some cases, particularly those that have to use venues outside the area, this was cited as the major limiting factor in achieving their development aims and a desire to foster a Kesgrave identity for their club.



Parkrun on the Millennium Sportsground

- 7.8 Kesgrave has two football clubs running between them 60 teams (see Items 23, 24 and 25 in the List of Evidence). At least five of these teams compete in the Suffolk & Ipswich League, at Step 8 and below of the National League System. Both aspire to Step 7 but are hampered by a lack of a home ground at the appropriate Football Association standard. In addition, improved supporting facilities are needed and plans are being taken forward through 2019/20 to provide a new pavilion at Kesgrave High School. The school itself won a remarkable five of the nine 2017-18 season's Suffolk County Schools' FA Cup Finals (U12, U14 and U15 Boys; U13 and U14 Girls).



7.9 The Technical Evidence Summary (See Item 22 in the List of Evidence) shows:

- Some commercial leisure facilities in the area such as Martlesham Leisure Club are too expensive for many local residents to access.
- There are six village and community halls in Kesgrave but only two are available for informal activities or exercise classes.
- The SCDC Built Facilities Assessment 2014 made no clear recommendations for new built facilities to serve Kesgrave and suggested that the provision of major facilities in Ipswich is sufficient. This is fundamentally against the desire of residents to access these facilities locally and not to have to travel to other towns in order to do so.
- The Outdoor Playing Space Parish Schedule 2012 stated that Bell Lane acts as a barrier for younger children, therefore the area to the west has provision below the LEAP (Local Equipped Area for Play) standard. New equipment to a LEAP or preferably NEAP (Neighbourhood Equipped Area for Play) standard should be provided there.
- The Kesgrave and Martlesham Youth Forum identified a need for facilities targeted at teenagers, including skateboard facilities, BMX facilities and kickabout areas. It was considered that, in the right location, a single facility could serve both communities. In 2012, a BMX track was opened in Martlesham.



- As part of the Neighbourhood Plan engagement with young people it was observed that the existing Multi Use Games Area (MUGA) adjacent to Cedarwood School is not popular with young people aged 13 to 16 because it is frequented by older youths which makes it a somewhat intimidating environment. The clear preference was for a more centrally located MUGA.
- There is a clear need for further children's play and youth facilities, as well as improvements to existing facilities.
- The SCDC Playing Pitch and Non-Pitch Facilities Assessment noted that whilst there is a dual use arrangement with Kesgrave High School for the use of the football pitches, this arrangement does not extend to the rugby or hockey pitches.
- Access to the outdoor facilities at Adastral Park and Suffolk Police is restrictive.

- There is a significant overall shortage of play space and outdoor sports facilities. Whilst the range of facilities currently available are reasonable, it appears that the shortfalls have come about as a result of new provision not keeping pace with the growth of the population.

7.10 SCLP Policy SCLP8.1 (Community Facilities and Assets) supports the provision of new community facilities and seeks to protect them from loss to alternative uses. This policy is supported by the Kesgrave Neighbourhood Plan. At the present time, no land other than that at Kesgrave High School is available to provide new leisure facilities. Any such provision coming forward will be addressed through a review of the Neighbourhood Plan.

7.11 SCLP Policy SCLP12.25 (Suffolk Police HQ, Portal Avenue, Martlesham) allocates the Suffolk Police Headquarters site in Martlesham for development. Alongside 300 dwellings, it requires 'provision of sports facilities with opportunities for community use.' Therefore, whilst outside the Neighbourhood Area and therefore outside the direct influence of this Neighbourhood Plan, the site has the opportunity to provide for some leisure facilities that will potentially also benefit the wider area including Kesgrave residents as the location is close to Kesgrave.

POLICY KE8: IMPROVING THE PROVISION OF LEISURE FACILITIES

Proposals to improve the provision of sports and recreational facilities within the Kesgrave Neighbourhood Area are encouraged including facilities required by the local football clubs and the provision of swimming facilities.

The provision of play facilities should be focused on delivering more facilities to at least Local Equipped Area for Play (LEAP) standard. Where existing play facilities can either be upgraded to LEAP or Neighbourhood Equipped Area for Play (NEAP) standard (either through the use of developer contributions or direct provision), this is encouraged.

Provision of a LEAP or NEAP to serve the community to the west of Bell Lane is encouraged.



8 ROADS, TRANSPORT and SAFETY

Traffic congestion and parking

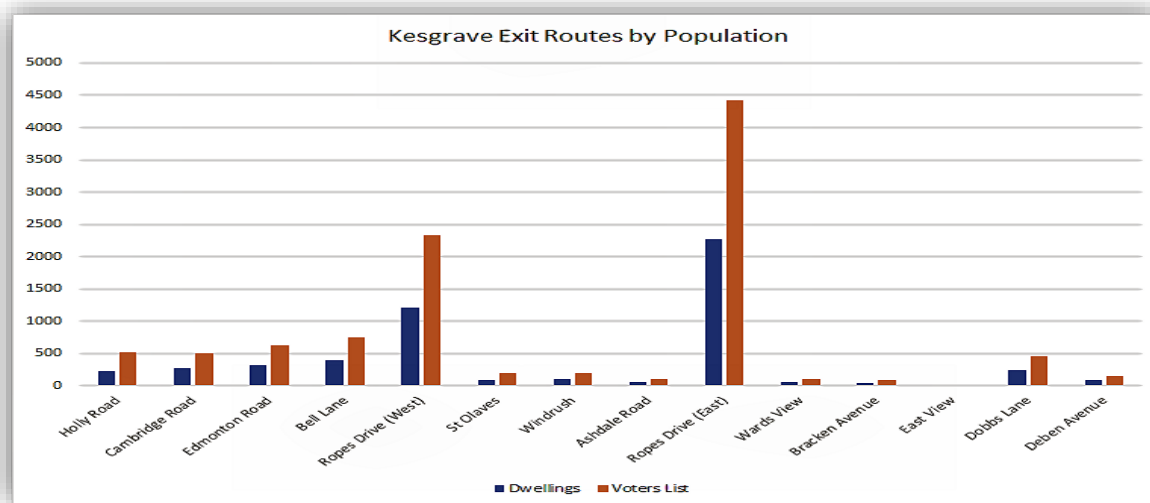
- 8.1 Until September 2019 (see 8.11) Kesgrave enjoyed a reasonably frequent bus service into Ipswich that travels through both east and west Kesgrave (and other less frequent services that skirt the perimeter along the A1214 that go out to Woodbridge and beyond). There is a good network of cycle lanes but most residents depend on the car for commuting and leisure. In the areas of recent housing growth, principally on Grange Farm second phase (South), the provision for resident car parking in terms of off-road space does not work well, creating a lot of on-street parking on narrow residential roads. This is a long standing area of complaint voiced to the Town Council by residents and came through in their comments on the resident survey and at community engagement forums. It is also considered a potential problem for emergency vehicle access although attempts to consult with them produced no responses.
- 8.2 The rapid growth of Grange Farm in the east ward has added significant vehicle numbers to the existing inter-town/village road system which has largely remained static, underdeveloped and has become increasingly problematic. The result is that there are major congestion pinch points that cause issues for residents, notably:
- slow egress from Grange Farm at morning rush hour which is from only two exit junctions both north onto the A1214;
 - traffic jams in the Ipswich direction at the Bell Lane/A1214 lights and related delays in access to/egress from Doctor Watson's Lane; and
 - access to the main Foxhall Road (a 60mph arterial road) into Ipswich via junctions at Dobbs Lane and Bell Lane (South) that creates safety concerns.



- 8.3 Figure 8.1 provides an explanation for the traffic congestion problems experienced by residents of the Grange Farm area of Kesgrave. As mentioned, they are restricted to only two exits off the estate – this for an over-18 population of approximately 6,800. The

congestion regularly experienced at morning rush hour causes significant delays for residents who are overwhelmingly dependent on travelling elsewhere for their employment. On days of inclement weather the delays are invariably longer and this has knock-on effects for Kesgrave High School and Gorseland Primary School where the late arrival of staff and pupils can disrupt the day's timetable. It has also been cited by local estate agents as a cause for people wishing to move out of the area.

Figure 8.1: Car exit routes, 2012



- 8.4 In the residents' survey and subsequent engagement process it was clear that issues of vehicle congestion and safety at key road junctions serving Kesgrave are a continuing concern. Residents have expressed concern that the further developments scheduled at Brightwell Lakes and potentially the Police Headquarters at Martlesham will increase congestion along the A1214. With few businesses and workplaces, the original design for Grange Farm residents to use alternatives to the car for both travel to work and leisure, has not worked out in practice and a failure to maintain and enhance cycling, walking and public transport infrastructure is thought to be a significant contributing factor.
- 8.5 *Objective 7 is to provide genuine alternatives to the car for local journeys particularly on foot and by bicycle.*

Cycling and walking

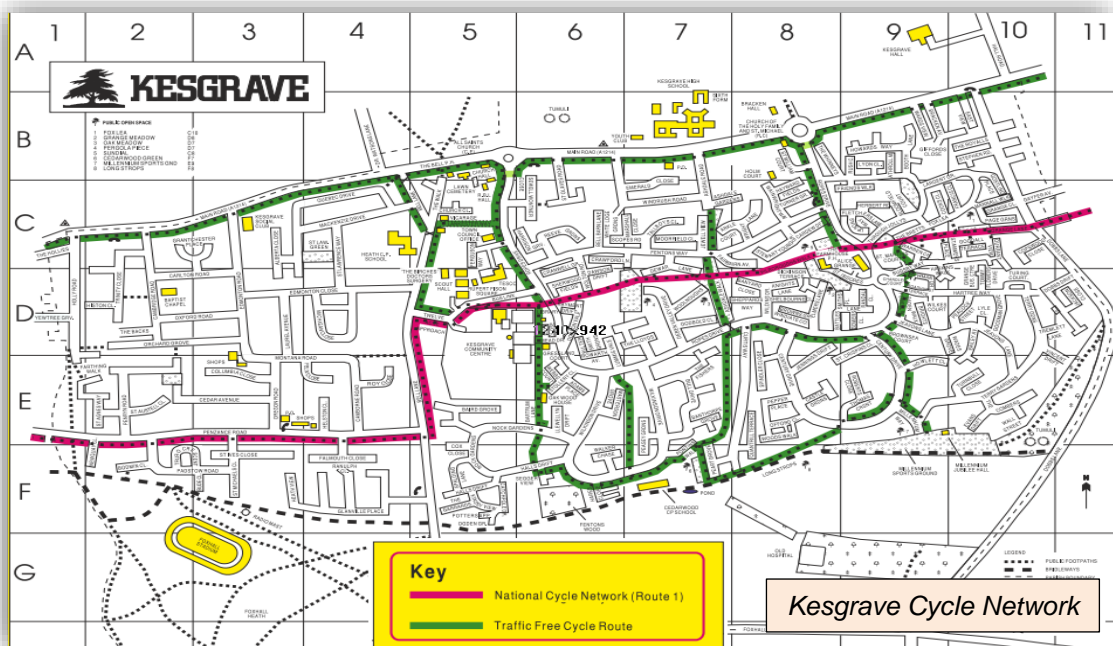
- 8.6 The Neighbourhood Plan wishes to support cycling, jogging and walking in all age groups by seeking improvements to the network and to make Kesgrave an exemplar community.
- 8.7 The Technical Evidence Summary (Item 22 in the List of Evidence) shows that although there are a good number of footpaths and cycleways in the area that are well used, these are often fragmented, poorly maintained and unsuitable for wheelchair/mobility scooter/pushchair access causing some users to ride on the public highway endangering both themselves and other road users. Complaints have been received from residents about poor maintenance, uneven surfaces, overgrown footways and the difficulty for wheelchair and mobility scooter users in several locations due to this and inconsiderate footway parking.



The Millennium-Jubilee Hall

8.8 As noted in Section 5, SCLP Policy SCLP7.1 (Sustainable Transport) states that proposals should be designed from the outset to integrate into and enhance the existing cycle network including the safe design and layout of new routes and provision of covered, secure cycle parking; to integrate into and enhance existing pedestrian routes and the public rights of way network; to reduce conflict between users of the transport network including pedestrians, cyclists, users of mobility vehicles and drivers and does not reduce road safety. KNPS considers that this provides a good basis for addressing most of the issues raised and recommends the following two sets of guidance on the planning and design of cycle routes with regards to reducing conflicts between different users of the transport network:

- Cycle Nation's "Making Space For Cycling" (Item 26 in the List of Evidence).
- Chartered Institution of Highways & Transportation (CITH) "Planning for Cycling" (Item 27 in the List of Evidence).



Additionally, recognising Rights of Way also have the potential to perform a transport function by providing off road routes for pedestrians and cyclists potentially makes them an asset that can be used to provide better connections from Kesgrave to services in nearby settlements, attention is drawn to the Recorded Public Rights of Way Definitive Map for Kesgrave in Appendix F which identifies the established routes and connections in Kesgrave that should be protected and where possible enhanced.

POLICY KE9: MAINTAINING AND IMPROVING WALKING AND CYCLING INFRASTRUCTURE

Developments must ensure no detrimental impact on the usability of existing walking and cycling infrastructure including Public Rights of Way.

Proposals to enhance walking and cycling access from Kesgrave to workplaces and leisure facilities outside the Neighbourhood Area will be strongly supported.

Bus services and infrastructure

8.9 SCLP policy SCLP12.18 (Strategy for Communities surrounding Ipswich) includes that it, *"...is to maintain the healthy and vibrant communities which provide a diverse mixture of residential and employment opportunities alongside services and facilities by maintaining and enhancing the relationship with Ipswich and other parts of the District. Provision of appropriate community infrastructure, education facilities and public transport will be supported where needs are clearly demonstrated"*.

8.10 KNPS fully endorses SCLP12.18 mentioned above. In order to:

- provide people with a real transport choice in the context of climate change when we need to switch to more sustainable means of transport and reduce carbon emissions;
- encourage people to leave their cars at home as a means of reducing congestion and pollution;
- provide for those without access to a car and undertaking journeys where walking or cycling are not feasible

it is important that our bus services and their associated infrastructure (including shelters, waiting areas and timetable signage) are fit for purpose. This means adequate route coverage, frequency (day and evening), reliability and accessibility for disabled passengers, and at reasonable cost.

8.11 Reductions in bus services introduced in September 2019 by the operator for commercial reasons are considered extremely detrimental to the cause for reducing congestion, providing for residents who cannot drive and addressing climate change priorities.

POLICY KE10: IMPROVING BUS SERVICES AND INFRASTRUCTURE

In the interests of maximising sustainable transport, developments must ensure no detrimental impact on existing bus services and associated infrastructure (including shelters, waiting areas and timetable signage). Where appropriate, new development should contribute towards improvements to bus services and associated infrastructure (including shelters, waiting areas and timetable signage).

- 8.12 *Objective 8 is to increase the provision of usable off-road parking in order to enhance the character of Kesgrave and improve pedestrian and cycle safety.*

Residential parking

- 8.13 We wish to avoid any new development worsening or repeating the effects of previous development which has led to the range of issues discussed earlier in the Neighbourhood Plan, particularly relating to amenity.
- 8.14 The resident survey results showed that nearly two-thirds of respondents identified the issue of vehicles restricting access (blocking entrances, pathways and grass areas) as a problem. More than half of respondents stated that double yellow lines should be used, with nearly one-third considering resident-only parking as an option.
- 8.15 Parking is an issue and a considerable number of people consider that solutions need to be provided. Whilst people commonly prefer to park their cars at the front of their property, a good number of smaller existing properties force residents to park on the street and vehicles blocking access is seen as a significant issue. This suggests the need for more creative parking design solutions – coupled with parking restrictions – at the front of properties if this is to avoid creating access problems in new developments.
- 8.16 This should be coupled with a more practical approach to residential street design e.g. through the provision of car ports instead of garages, and in particular to ensure that refuse and emergency vehicles are able to gain safe access up small roads, including private roads.
- 8.17 It is appropriate that a proportion of parking is provided on street as some on street parking is inevitable, for visitors, deliveries and some people preferring to park on the street. Following best practice development should be able to incorporate on street parking without obstructing other users, emergency vehicles or refuse collection. The Suffolk Guidance for Parking published by Suffolk County Council includes best practice examples of how this can be achieved.
- 8.18 SCLP Policy SCLP7.2 (Parking Proposals and Standards) states that Suffolk Coastal will work with partners to ensure that vehicle parking provision is managed to support the economy and sustainable communities. In the main KNPS considers that this provides sufficient basis for addressing the issues raised. However, it also states that proposals should accord with Neighbourhood Plans for the area where applicable and this is the basis for Policy KE11.

POLICY KE11: IMPROVING RESIDENTIAL PARKING

Development proposals will be expected to incorporate designs and layouts that encourage the use of off-street parking options. They should include a proportion of well integrated on-street parking options where it can be demonstrated that they avoid street cramming and permit safe ease of access by emergency service, refuse collector and delivery/removal vehicles.

10 NON-POLICY ACTIONS

- 10.1 It is not possible for the Neighbourhood Plan to deliver the full vision; parts of it are either beyond the scope of planning laws or it requires remedial action to deal with existing shortcomings. For that to happen residents, businesses and community groups as well as KTC should continue their work of building and maintaining a strong community and in working with the relevant agencies to address the shortcomings identified and provide the facilities that will best meet community needs.
- 10.2 The areas in which issues to work on have arisen in the course of consultations are noted in Figure 10.1. Inclusion in this list does not signify approval or prioritisation of these issues.

Figure 10.1: Non-Policy Actions

Subject	Issue	Action
1. Planning		
a) Planning applications	A concern that permissions granted are not always delivered as per the permitted plans and enforcement action taken, if any, when conditions are breached is often ineffectual.	Work with ESC planning and building control to identify breaches and support appropriate enforcement action to ensure fair and satisfactory outcomes for all stakeholders.
2. Environment and Air Quality		
a) Climate emergency	A "climate emergency" has been declared by SCC and ESC in order focus attention on action needed to address climate change.	Consider alignment with the higher level council authorities and other town councils and make the declaration.
b) Air pollution monitoring equipment	There are only two places in town where NO2 levels are monitored and they are located very close together.	Liaise with ESC to install at least two more monitors further east on Main Road
c) Encouraging cycling and walking alternative to cars	No safe through route from Kesgrave to Ipswich.	As a project under 2.a) or otherwise work with SCC to consider options to develop a cycle through route.
d) Electric car charging points.	A desire to encourage motorists to switch to electric/hybrid vehicles.	Lobby car park owners/operators to install in their car parks.
e) Waste burning/ wood burners	Burning waste in back gardens and use of wood burners causes nuisance for near-by residents.	Point up the advice available and where necessary how to complain to the district authority.
f) Tidiness of greenery in built-up area	Complaints from residents regarding frequency of mowing verges, untidiness of shrubbery.	Consider ways of establishing a Parks & Gardens function under local control.

Subject	Issue	Action
3. Facilities and Wellbeing		
a) Football facilities	Lack of ground facilities and at required standard.	Provide appropriate support to Kesgrave High School project.
b) Swimming facilities	No facilities in the parish.	Consider feasibility of providing facilities locally.
c) Permanent library building	See paragraphs 2.17 and 2.18. Currently housed in rented property with no long term certainty. Needs to expand.	Consider ways of establishing a permanent tenure in larger premises.
d) Provision of public toilets	Residents have enquired about these facilities with Long Strops and Oak Meadow mentioned.	Consider costs and feasibility of establishing facilities.
4. Roads, Transport and Safety		
a) On-street parking on narrow residential roads	See paragraph 3.5	Consider ways of effecting improvements.
b) Car parking near schools at drop-off and pick-up times	Near-by residents' complaints that illegal or inconsiderate parking is a continual nuisance.	Work with PCSO to enforce the law and encourage more considerate parking; review feasibility of TRO for extension of double yellow lines.
c) Pedestrian access to the new cemetery on Main Road; the bus stop on Ropes Drive nr Battles Lane; and Edmonton Road	Access from Church of All Saints to the cemetery is across the A1214 arterial road which has no pedestrian crossing; similar difficulties accessing bus stops either side of the A1214 at Ropes Dr and at Edmonton Rd	Continue to press Suffolk County Council Highways for pedestrian crossings.
d) Crossing on Fenton's Way	Young cyclists emerging without looking with potential for accidents.	Under control of Suffolk County Council Highways.
e) Traffic Congestion: Grange Farm exits	Lengthy queueing in morning rush hour.	Under control of Suffolk County Council Highways.
f) Traffic Congestion: Main Road junction with Bell Lane	Many complaints about the traffic bottleneck and its effects in particular in rush hour.	Under control of Suffolk County Council Highways.
g) Egress from Bell Lane and Dobbs Lane onto Foxhall Road	High speed limit on Foxhall and danger of pulling out onto it and previous serious accidents.	Under control of Suffolk County Council Highways.
h) Maintenance and safety of cycle paths on Main Road	Regular parking of vehicles on cycle routes and lack of maintenance has resulted in surface damage and created safety hazards; red-colour coating worn away; cycling surface uneven and hazardous; green crossings at side roads worn away; and white line markings inc give-way markings have faded. All discouraging effective use.	Under control of Suffolk County Council Highways.

Subject	Issue	Action
i) Continuity of cycle paths	Termination at the boundary with Rushmere Common is considered a safety hazard.	Under control of Suffolk County Council Highways.
j) Waiting areas at bus stops	New bus shelters have been requested.	Under control of Suffolk County Council Highways.
k) Reductions in bus services	These are considered extremely detrimental to the cause for reducing congestion, providing for residents who cannot drive and addressing climate change priorities.	Consider providing subsidies to maintain vital bus services.
l) Old Kesgrave street lighting	Complaints that the lighting levels are inadequate and don't make people feel safe.	Upgrade street lighting and get adopted by Suffolk County Council.
<p>Acknowledging that there are multiple items in this section that are under the control of Suffolk County Council Highways Department which has stated that due to a much reduced budget from central government since 2010 it is unlikely to devote limited funds to our needs. In May 2019 it launched a new "self-help" scheme and KNPS recommends that this scheme be investigated to identify where some sought after improvements may be actioned and when through local funding.</p>		

APPENDIX A

Impact of Residential Garden Development on Character of Old Kesgrave

These are examples of backland and back garden infill housing development. This has been common in the areas of “Old Kesgrave” (broadly the West ward including Bell Lane plus in the East ward Dobbs Lane and Main Road.

The original properties were built in the 1950-70 period, in the main single storey, with long back gardens. In more recent years dwellings have been extended and in other cases back gardens given over to property developers individually or collectively to provide land for additional properties with significantly smaller individual footprint, less amenity and having the added effect of increasing the density of vehicles where limited provision was available for their accommodation.

In terms of town planning, no allowance had been made for the provision of community open spaces in these areas on the assumption that these were not needed given the size of back garden amenity property owners enjoyed. As these have progressively diminished over the intervening period so has there been a commensurate increase in desire from residents in the areas affected to have more open space.

Example 1: Ashdale Gardens



The shaded area is a typical example illustrating how two homeowners sold parts of their back gardens to accommodate an additional four dwellings, with a narrow unadopted road inserted to provide access.

The additional dwellings have extremely limited outdoor and parking space.

The five properties red-lined above the shaded area show how the ground was landscaped before the development, noting that the nearest property has been extended quite substantially.

Example 2: East View



In this example the shaded area again illustrates the contrasting housing density between the original development on the left with long back gardens and the newly developed area on the right.

The inset photograph shows the very limited garden and parking spaces available to homeowners; rear gardens are “postage stamp”.

Example 3: Ward's View



Again, this example illustrates the contrasting housing density between the original developments to the left with long back gardens and the newly developed area to the right.

There is also a complete contrast between the type of housing in the new development (as shown in the photographs to the right) and that of the surrounding (original) area.

The photographs also show the effect of the more compact housing in relation to on street car parking.



Example 4: Trinity Close/Histon Close



Again, this example illustrates the contrasting housing density between the original developments at the top with long back gardens, the dwellings below that gave up part of their back gardens and the newly developed area (shaded) which is thought to have also encompassed the removal of an orchard.

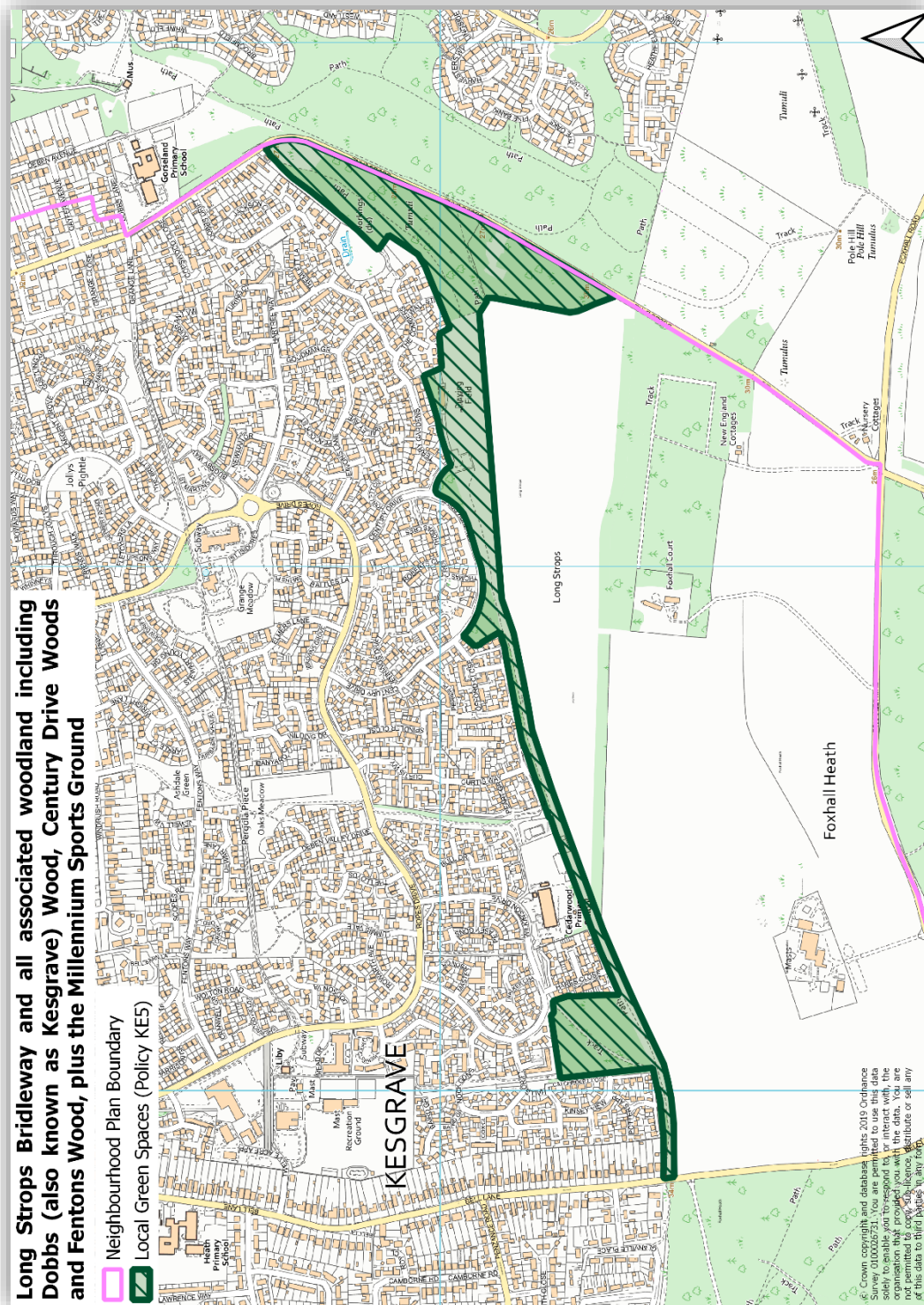
Similarly there is also a distinct contrast between the type of housing in the new development (as shown in the photograph to the right) and that of the surrounding (original) housing.



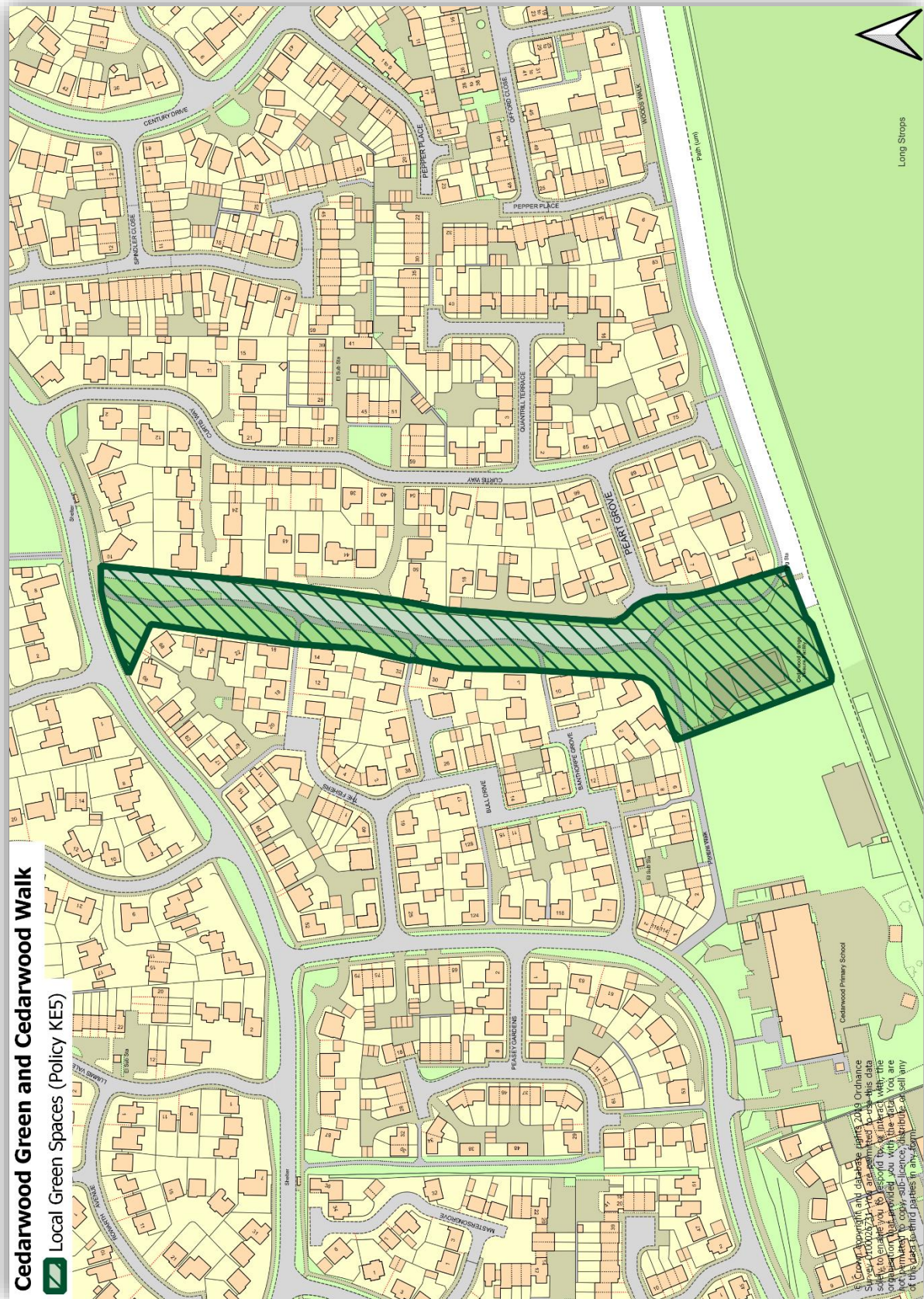
APPENDIX B

Local Green Space designation maps

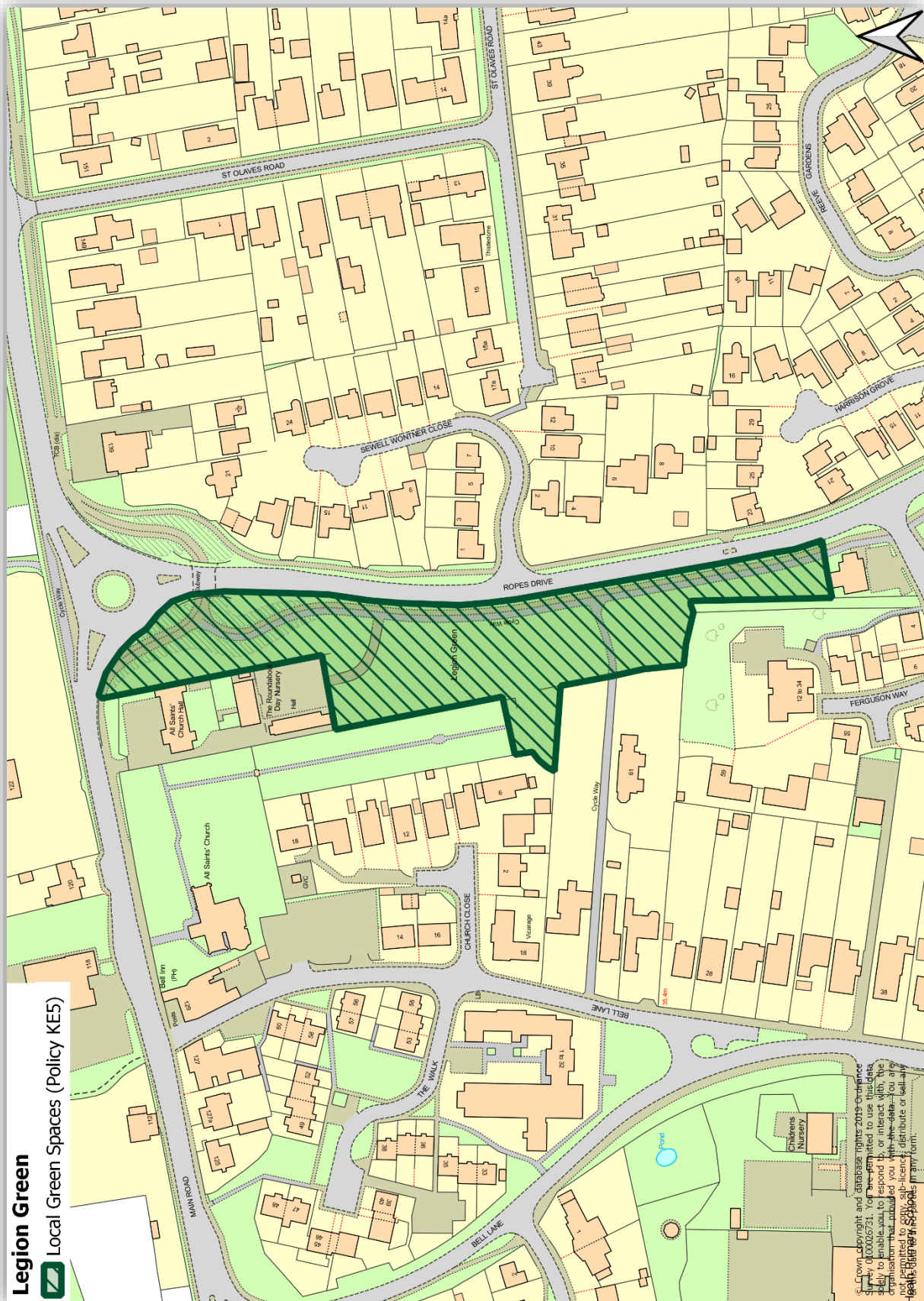
- A. Long Strops Bridleway and all associated wooded areas and hedgerows including Dobbs (also known as Kesgrave) Wood, Century Drive Woods and Fentons Wood, plus the Millennium Sports Ground**



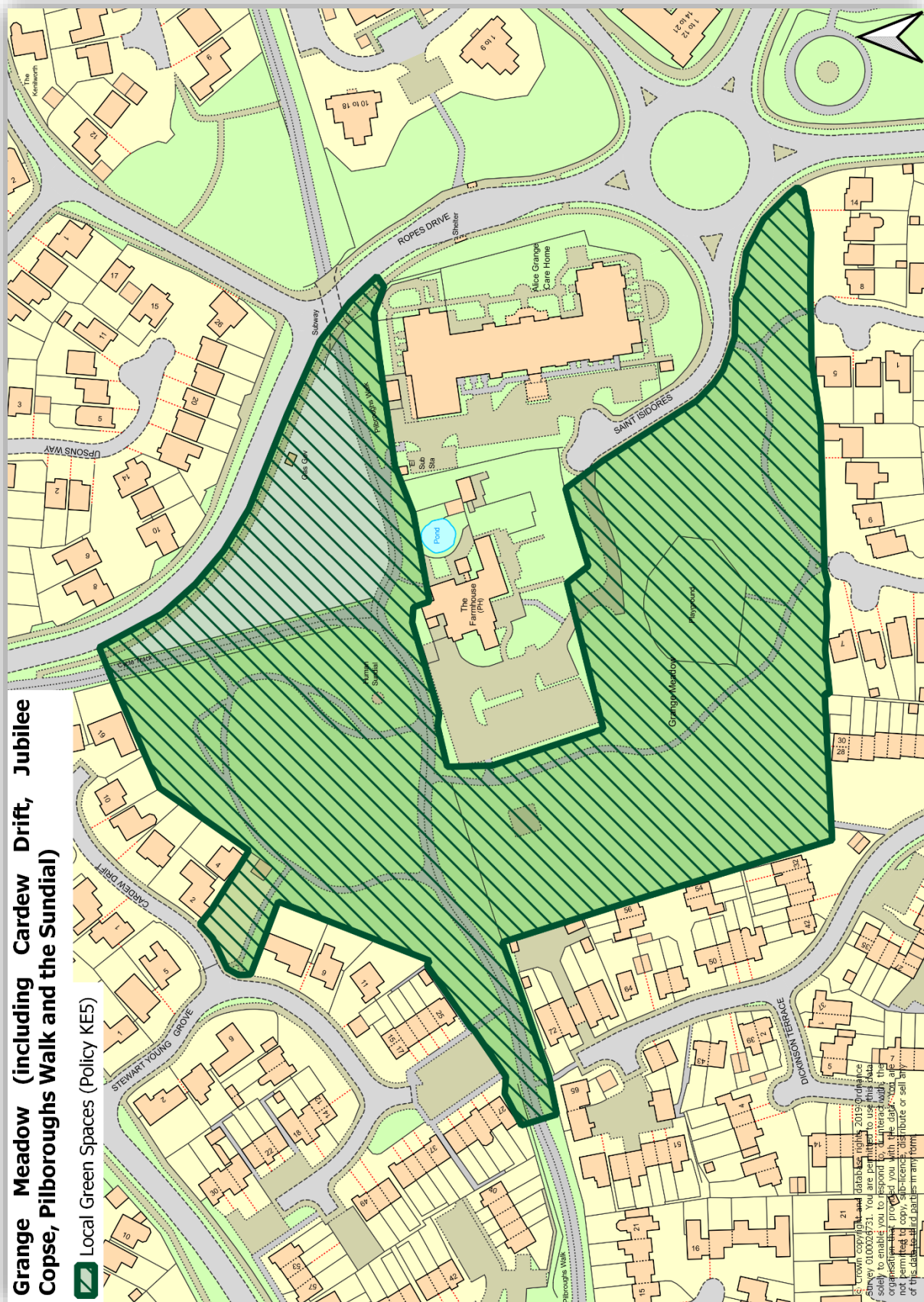
B. Cedarwood Green and Cedarwood Walk



C. Legion Green

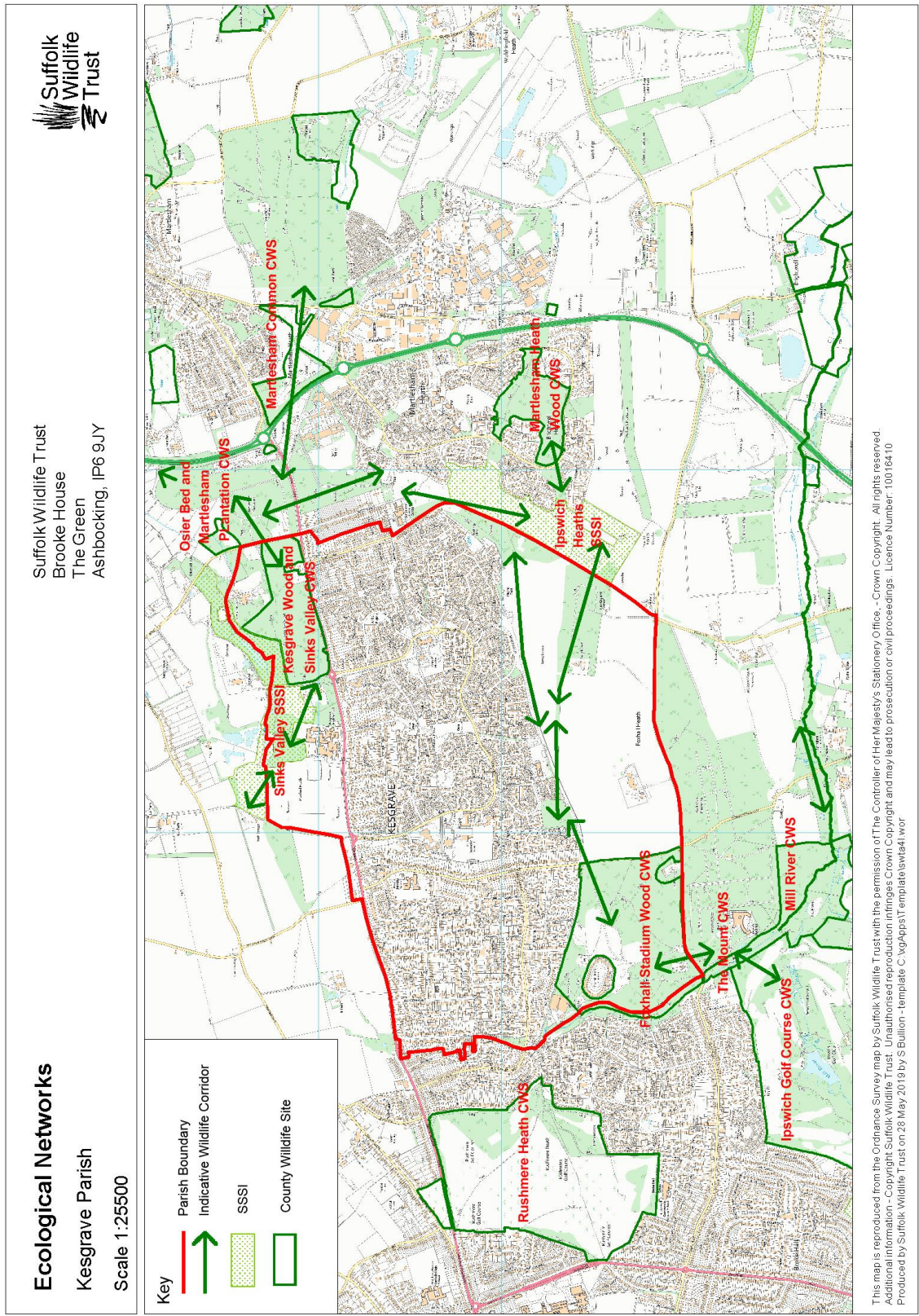


F. Grange Meadow (including Cardew Drift, Jubilee Copse, Pilboroughs Walk and the Sundial)



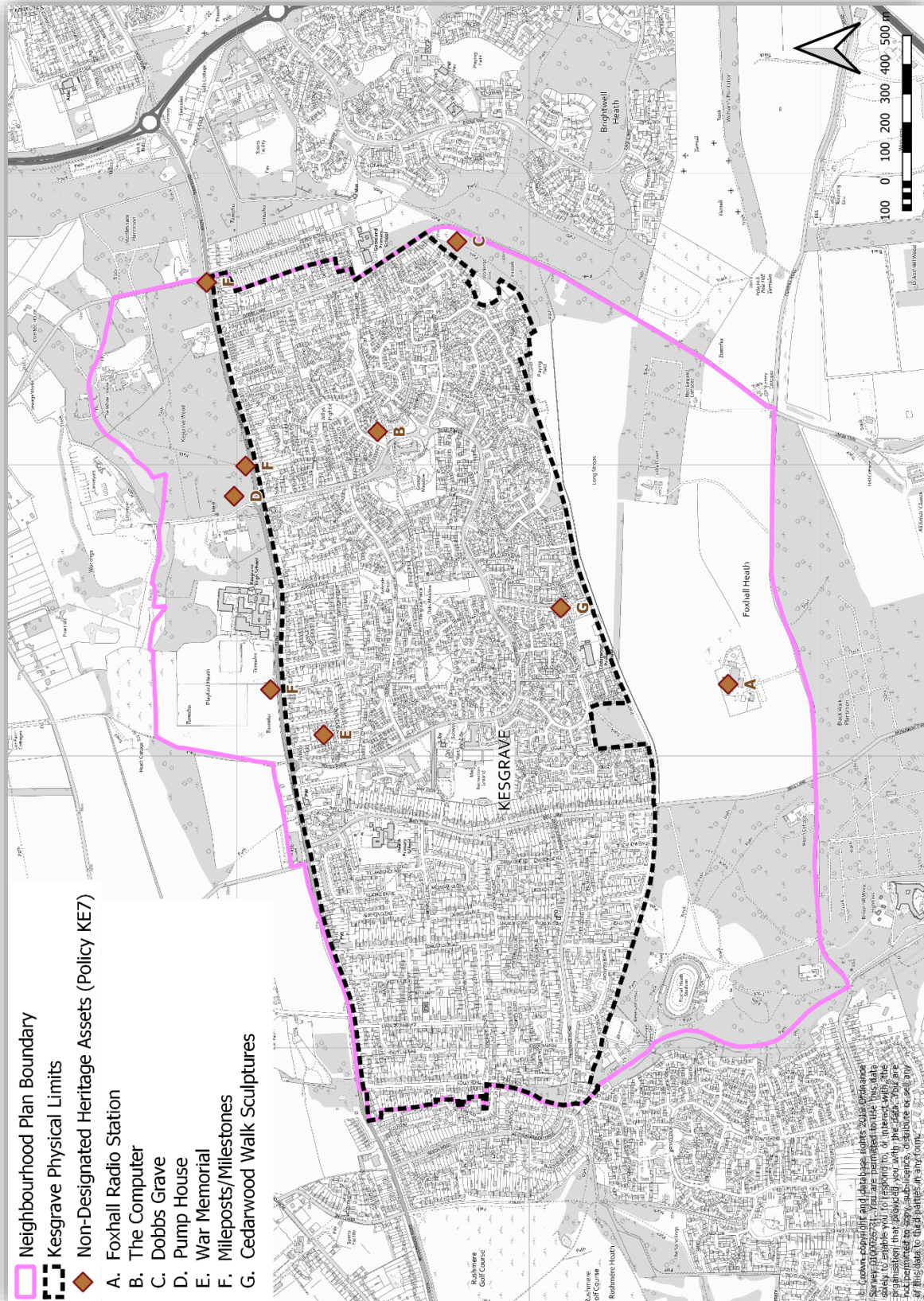
APPENDIX C

Map of Ecological Networks



APPENDIX D

Kesgrave's Non-Designated Heritage Assets



This map shows the location of the assets and a description of each follows below.

1. Foxhall Radio Station/Aviation Museum

KNPS is grateful to Andy Taylor, joint founder and former trustee of the Suffolk Aviation Heritage Group (SAHG) for the content below.

The site of today's museum was once a key installation in international military communication during the Cold War and, like many at the time, the more important in the military hierarchy, the more secret it became. It is not entirely certain when the site commenced. The oldest building on site has a plaster moulding typical of the inter-war RAF expansion period. It is thought to date to 1936 suggested by its appearance on a German Luftwaffe air reconnaissance photograph from August 1940, during the height of the Battle of Britain. The building is thought to have been used to evaluate new systems before deployment nationwide. Radar was not employed at the site but the many different aerial types deployed there while in RAF hands, far more than actual operational sites, suggest it was nevertheless a testing station. It was possibly the first of this type of structure built in the UK and it is known to be the only one of its type (inter-war design) still in existence. In 2016 it was one of only two remaining of any design and with the other one being scheduled for demolition it is arguably of national significance.

From the 1950s, the site was operated by American forces, mainly the US Air Force who were there throughout the '70s and '80s. During their deployment the Americans expanded and developed the site around the original RAF 'T' building serving to screen it from public observance. This and the extended operational use of the site until the early 1990s may be why it has survived and highlights the historical significance and heritage value of the site. In its final role it was part of the US Defence Communications System (DCS) under the direction of the US Airforce Communications Command (AFCC), a detachment of the parent AFCC at Bentwaters/Woodbridge. Operations ceased when the US 81st Tactical Fighter Wing left Bentwaters in 1992.



The station was known as an Autovon (Automatic Voice Network) Exchange System or Troposphere Forward Scatter radio station (see Item 19 Voice of the Army – The Autovon Exchange at Ipswich (2003) in the list of evidence), and housed transmitters for three TFS radio systems and two terrestrial microwave radio links. Getting a coded signal back to the US during the Cold War was difficult. The solution was Operation Tea Bag: a scheme to connect telephone switching stations from across Europe, as far south as Italy, to the Foxhall Station for onward transmission across the Atlantic.

When operational, the site was self-contained with dormitories, a dining hall, a kitchen and club room. Personnel stationed here were single enlisted men, screened and selected for their discretion. Their main source of R&R appears to have been the baseball diamond in one corner of the compound.

The intended replacement system, the Digital European Backbone (DEB) System was to be housed in the final building erected on the site, along with two large towers, one of which remains adjacent to the building. The other DEB tower was almost immediately dismantled as part of site decommissioning works, soon after its closure at the end of the Cold War. Although it looks like a bungalow (from the air) it is in fact a very robust concrete box: a hardened shelter with shutters on the windows, lined with sheet steel so no radio signals (or mobile phone signals) can penetrate or escape, other than those scrambled and transmitted. However, the DEB system was never completed and deployed and the imposing red brick building was never actually fitted out or commissioned. The building remained empty and, upon closure, acted as the convenient, freshly painted, location for the Base stand down parade.



At one point there were eight aerials, each with a satellite dish standing high above an array of unmarked military buildings. Three of the towers remain, standing tall in the middle of a field, representing a well-recognised landmark in Kesgrave on the southern side of town near the junction of Bell Lane and Foxhall Road. The site is surrounded by high chain-link fencing and used to have notices threatening prosecution under the Official Secrets Act for trespass. The building that housed the generators and fuel store was adopted by SAHG. It has on display a wealth of information, models and drawings of military aircraft each with a Suffolk connection.

Reasons for listing:

- Archaeological interest - Suffolk Heritage Explorer ref MRM 083 - Martlesham Heath Airfield - Foxhall Heath; Landmark status; Group value
- Historic interest – Association; Rarity; Representativeness; and Social and communal value

See Item 20 Ipswich Star Article on Foxhall Radio Station (2017) in the List of Evidence.

2. The Computer

Commissioned and erected by Mr Crispin Rope 2007-08 with the support of the Mrs L.D. Rope Third Charitable Settlement, this monument commemorates the early pioneers responsible for the development of machines that led to the first electronic digital computers.

The location at St Isadore's roundabout joining Hartree Way to Ropes Drive was chosen because the Colossus, the first effective, operational, automatic, electronic, digital computer, was constructed by the Post Office Research Station at Dollis Hill (now BT Research), whose research and development later moved from that site to Martlesham and the landowners thought this would be a suitable setting to commemorate this achievement. Hartree Way was named after Douglas Hartree (1897-1955), a key figure and famous for his contribution to numerical analysis. Mr Rope studied under him for two terms at Cambridge University.



The central structure is made up of three granite vertical "propellers" (prepared in Brittany) with conics formed by slicing a cone in three directions: a parabola, a circle and a rectangular hyperbola. These three curves were selected as being one of the simplest and oldest pieces of mathematical knowledge applied to curves in two dimensions. The propellers are raised on a mound surrounded by a low metal balustrade with seventeen storyboards that tell the story of the computer and the inter-relationships between the early pioneers and their machines, including a time-line describing the most important machines, ideas and moments in the development of the computer.

Some of the 'stations' placed around the perimeter are blue and some are orange. Blue stations explain concepts and ideas pertinent to the development of the computer, and orange ones explain actual machines and the events surrounding them.

In addition to Hartree Way, several other streets on Grange Farm are named after key computer scientists: Broadhurst Terrace (Sidney Broadhurst), Chandler Court (William Chandler), Newman Drive (Max Newman), Tommy Flowers Drive (Tommy Flowers), Turing Court (Alan Turing), Wilkes Court (Sir Maurice Wilkes).

Reason for listing: Architectural interest – Landmark status
 Artistic interest – Aesthetic value
 Historic interest – Association

3. Dobbs Grave

This is located close to the entrance to Dobbs (or Kesgrave) Wood from Dobbs Lane near the Sandlings Walk footpath. According to one legend, John Dobbs was a shepherd who in 1750 hanged himself in a barn on Kesgrave Hall Farm (later Grange Farm) and was buried at the four crossways with a stake through his heart. His grave was marked by concrete head and footstones, with a cross cut on the former. Since 1998, these have been protected by a decorative iron fence.

Records show that twins, James and Henry, were born to John and Ann Dobbs and baptised at Kesgrave in April 1721. Ann died shortly after and twins both died in the following August and September respectively. It is not known why he committed suicide which came nearly 30 years after the loss of his family and in any event he remarried to a Mary Minter.



Other theories are that the grave contains a highwayman left hanging beside the road as a warning to others; or it belongs to someone hanged for stealing sheep. Another that he committed suicide rather than face transportation to Australia for the offence has been debunked since the first convicts were not sent until 1787.

Reason for listing:

- Archaeological interest – Suffolk Heritage Explorer ref KSG 013 - Dobbs Corner; Dobbs Grave
- Historic interest – Association

4. Pump House

This mural is painted on the wall of a pump house next to a fishing pond down Sinks Pit, a lane North from the A1214 in Kesgrave built by the Jolly family. During the war their home, Bracken Hall, was used as a recovery home for US Army Air Force airmen.

Mr Jolly's great aunt, Mrs Lucy Rope, originally thought of the mural in memory of her husband, Squadron Leader Michael Rope, who was tragically killed in the R101 Airship Disaster in October 1930. She asked an American serviceman from the 356th Fighter Group at Martlesham, Sergeant Irving Smith, recovering from injuries, to paint St Francis – as an Apostle for peace. Smith was a keen Catholic and former Commercial artist from Washington. It was a far cry from the work that Irving usually did – painting roundels and sharks teeth on American aircraft.



Reason for listing:

- Artistic interest – Aesthetic value
- Historic interest – Association

See Item 21 Martlesham Heath Aviation Society - The Pump House Story in the List of Evidence.



A P51 Mustang of the US 356th Fighter Group. In 1944 it was awarded a Distinguished Unit Citation for actions in support of Operation Market-Garden, an attempt to provide an Allied invasion route into Germany that was halted at the Battle of Arnhem, the last bridge over the Rhine – infamously a "Bridge Too Far".

5. War Memorial

The original war memorial was a simple wooden plaque made in 1952. This was replaced by the grander and more appropriate memorial located at Legion Green.



Reason for listing:

- Artistic interest – Aesthetic value
- Historic interest – Social and communal value



Kesgrave area Homeguard in the 1940s

6. Mileposts/Milestones

Milestones were essential waypoints in a time when maps were rare and travel was by foot or horse. There were no milometers to count down the distance to your destination, and milestones gave reassurance that the traveller was on the right path and getting closer to where they were going.

The distances were also used to calculate postal charges before the uniform postal rate was introduced in 1840. From then, rail travel overtook road for longer journeys and in 1888, the new County Councils were given responsibility for main roads and rural district councils for minor routes. As faster motorised transport developed so the importance of the milestones waned but those that remain are a precious reminder of a bygone age when the pace of life was rather slower and journeys took much longer.

A record of all the milestone markers in Suffolk is conscientiously maintained online by Milestonesweb.

Milepost - Kesgrave High School



Grid Ref:

TM223459

Milepost - Kesgrave Hall



Grid Ref:

TM238462

Milepost = A1214 Between Elm Road and Holly Road on North Side



Grid Ref:

TM207457

Milestone - Kesgrave High School



Grid Ref:

TM224459

Reasons for listing:

- Archaeological interest – Suffolk Heritage Explorer ref PLY 039 - A12 Milestone
- Historic interest – Association

7. Cedarwood Walk Sculptures

Four works, located at the southern end of the walkway, were commissioned by Mr & Mrs John Fenton and completed in 2008 by Suffolk sculptor Laurence Edwards, Fellow of the Royal Society of British Sculptors.

Based at a workshop in Butley Mills near Chillesford for 15 years, Mr Edwards moved in 2016 to a bigger complex outside Halesworth. He has exhibited at the Messum's gallery in London and also has a studio in Saxmundham. He has gained international recognition for his giant anatomical figures in bronze and is one of few sculptors who casts his own work.

This project sought to mark the building of the Grange Farm estate on a green field site, by creating a series of sculptures that looked to the previous uses of the land. Objects are set against each other to represent the present and the past. For example, a horse and an engine mark the passing of horsepower to the combustion engine in farming. A brick and a flint traced building materials.

The series culminates in a bronze bird box (the local school's playground housed many such boxes) with a lens set inside it. When you looked through the nesting hole, you looked through a telescope which inverted the world. This rotated so the viewer could scan the sculptures, which would turn upside down offering an alternative reading (as well turning the estate on its head).

Reasons for listing:

- Historic interest – Association; Social and communal value
- Artistic interest – Known designer



APPENDIX E

Flood Incident Maps

Flood Risk from Surface Water

The Parish has multiple areas of pluvial flooding. This is typical of an urbanised catchment which has large areas of impermeable surface. It should be noted the Pluvial flood maps are taken from national mapping based on topography and assumptions of the surface water drainage infrastructure. The extent of flooding shown may therefore not be accurate on a property by property basis but it does provide a good indication of areas at risk of Pluvial flooding. An example of this is areas of known flooding such as Bell Lane/Main Road junction and Penzance Road/Falmouth Close junction (Old Kesgrave) which can be seen on the mapping.

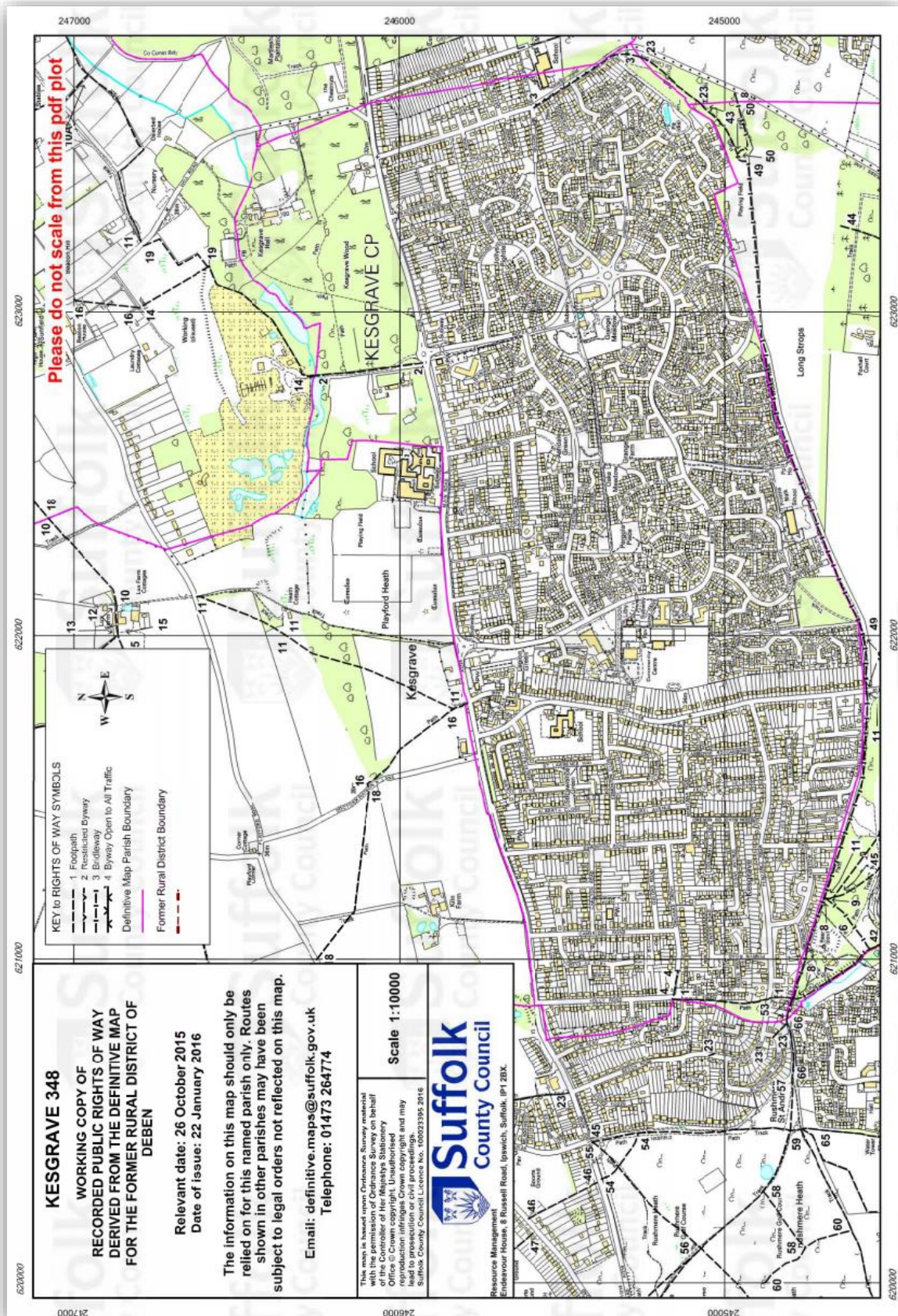
Flood Risk from Rivers

The Parish has a low fluvial flood risk. There's a small section of Flood Zone 2 & 3 just outside the Parishes south western boundary which is associated with a tributary to Mill River. The only other area with a fluvial flood risk is along the Parishes north eastern boundary, close to Kesgrave Hall where there is again an area of Flood Zone 2 & 3.

[Information and Maps A and B that follow provided by Suffolk County Council.]

APPENDIX F

Recorded Public Rights of Way Definitive Map for Kesgrave



APPENDIX G

Local Plan Policies to be Superseded

Suffolk Coastal Local Plan remaining 'Saved Policies' (July 2018):

1. AP212: Ipswich Fringe: Open character of land between Settlements